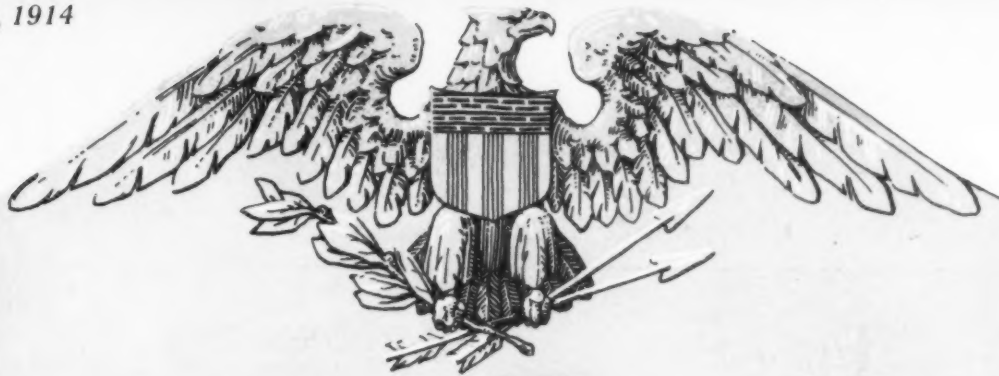


February 26, 1914

10¢



Leslie's

Illustrated Weekly Newspaper
Established in 1855



The Alaskan
by F. G. R. Roth

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Glimpses of Life in India

Scenes in and about Rangoon, Burma

Photos, Muriel E. Moorhead



A CENTER OF ORIENTAL PIETY

A number of the Pongyi Kyoang, or Burmese Monasteries, around the large reclining Buddha at Rangoon.



A BURMESE BAZAAR

Market place in Rangoon, tended by Burmese women. Here one can buy silks and satins, and right alongside them can purchase fruits and other edibles.



A HUGE STATUE OF THE BUDDHA
One of the largest Buddhas is situated at Rangoon. The Buddhist monks love clocks, and hang them around Buddha shrines. In this photo there are two pointing to different hours.



A NOTED BUDDHIST TEMPLE
Entrance to the Shwe-Dagon pagoda, at Rangoon, one of the well-known terraced pagodas built in the sixth century. Originally it was fortified for the defence of the city.



ON THE IRAWADI RIVER

Banks of the river which is the main artery of travel between Rangoon, on the seacoast, and Mandalay, 450 miles inland. Note the peculiar river boat, the quaint skirts and the picturesque dress of the travelers, fashioned of beautiful, rich silks.



UNCLE SAM'S DOMAIN

Interior of American Consulate at Rangoon. The Consul is seated at his desk and his Burmese staff is grouped about him.



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Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXVIII

Thursday, February 26, 1914

No. 3051

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The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

The Truth About Mexico

Leslie's Sends Its Managing Editor to the Seat of War to Study Both Sides

MR. F. J. SPLITSTONE, Managing Editor of LESLIE'S, has just been rushed off to the hostile camps of the Federals and the Revolutionists in order that we may be able to give our readers a true and vivid account of things as they are. He goes at the most critical moment of the long struggle, just at the time when the lifting of the embargo on arms has given the Revolutionists a chance to make good their boast that the war would quickly end if this were done.

Mr. Splitstone has landed at Vera Cruz, so that he may go first to President Huerta and get his side of the story. He will have free access to the President and will be given unusual opportunities to get interesting facts and photographs. In the palace and in the field, he will study the Federal leaders and find out what they are really fighting for, and what kind of men they are.

When he has finished with the Federal side of his interesting and im-



LESLE'S AT THE BORDER
Captain B. P. Nicklin, commissary officer of the Mexican refugee camp at Fort Bliss, El Paso, Tex., looking through a copy of America's oldest illustrated weekly.

portant task, Mr. Splitstone will endeavor to work his way northward through the lines and meet the victorious Villa and his picturesque army of fighters. At the headquarters of the famous "bandit" chieftain, he proposes to study the Revolutionists and their methods and tell the readers of LESLIE'S what he thinks about them and about what will happen in Mexico if they win.

Mr. Splitstone will write from the field and will tell a vivid story of the closing days of the bloody contest.

His work there will be only a continuation of the policy of LESLIE'S for more than fifty years—to send its own staff writers and artists into the field whenever there is a news item of sufficient magnitude. It was this which made LESLIE'S WEEKLY the most popular of all newspapers during the Civil War, for it told the story of that stirring time in pictures—and better pictures than any other publication could offer.



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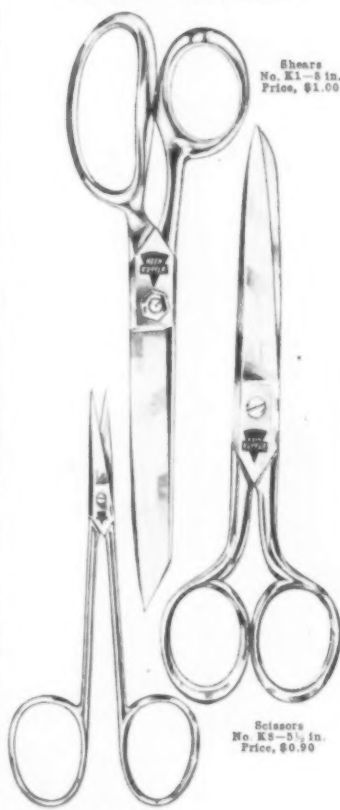
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Rocking the Boat

PRESIDENT WILSON: "Not so hard, William, we may upset her!"

Drawn by E. W. KEMBLE for Leslie's

FEB 26 1914

Leslie's Illustrated Weekly Newspaper

New York, February 26, 1914

EDITORIAL

Let the Thinking People Rule!

The Sign

ON a great building just nearing completion in New York City these signs are conspicuously posted: "No masons or laborers wanted." Not long since these signs began with the word with which they now close. They read: "WANTED. Masons and laborers." Who changed the sign? That's what the business men and the working men of this country ought to find out. We hope they will.

The unemployed women of New York had a mass meeting the other day to tell their personal experiences of "the hardship of being out of work." During the past few years, demagogues have been telling the working people of the hardships of the workshop, the factory and the mine. Work is not play. In its very essence it means hardship—a heavy draft on the vital energies of the system, the brain and brawn.

The clerk in the shop, like the man at the anvil, does heavy hard work that taxes his vitality. The banker with his difficult problems, the captain of industry in his fight with competitors all over the world, the head of a great railroad or steamship line with the care of thousands of passengers—all know what hard work means. It is the lot of man to toil. He who finds the greatest satisfaction with his work, is the most useful and contented citizen.

There are hardships for the man and woman who works, but there are greater hardships for those who are out of employment and who look patiently from day to day for an opportunity to earn a living wage. It is a good time to think of these things when the gospel of envy, discontent and hatred is preached in our legislative halls, on street corners and even in some of our pulpits.

But let not the thoughtful reader forget that a demagogue never filled a pay envelope.

Leslie's in Mexico

A GENTLEMAN who had his residence in Mexico for many years, writes to LESLIE'S: "By his intense desire to avoid intervention, President Wilson has probably chosen the most direct route to intervention. The only chance to avoid it, is that some now unknown personality may develop who can control the very chaotic forces which have been let loose." The question is if, President Huerta had been promptly recognized by this government, would the situation have been less chaotic than it is now? We shall see. LESLIE'S proposes to get the real facts, about the situation across the border, for the benefit of the people of the United States. It has accordingly commissioned Mr. Fred J. Splitstone to visit that country, to interview President Huerta, and inquire into conditions at the Mexican capital, and then to proceed to the camps of the revolutionists and report the situation exactly as he finds it. Mr. Splitstone's reputation as an impartial, vigorous and experienced writer warrants the conclusion that his letters from Mexico will be full of interest to the American people. Our readers will soon know the truth about the situation.

Silence is Golden

THERE is nothing more eloquent than silence. Perhaps this is what the business men thought when they were invited to go to Washington to express their views on the proposed anti-trust laws.

The business men of this country have had some experience at Washington. During the fight over the tariff they thought they had a right to go to the national capital to present their views. They observed that politicians with axes to grind and offices to grab were welcome. They noticed that representatives of labor were on hand, so the business men thought they might be welcome.

They discovered that they were stigmatized as lobbyists, and undesirables, appealing for selfish interests. They were heckled and grilled when they appeared before committees, while Mulhall, who was openly denounced as a faker and liar, was coddled, welcomed, and patted on the back, though his record became so dirty finally that he was dropped.

Another disturber of similar character, Lamar, "the wolf of Wall Street," was permitted to sit at the elbows of Congressmen who were in hot pursuit of the so-called "money trust," but bankers were scarcely

A Great Democrat's Prophetic Words

By SAMUEL J. TILDEN

THE Federal Government is drifting into greater dangers and greater evils. It is rushing onward on a career of centralism, absorbing all governmental power and assuming to manage all the affairs of human society. It has acquired control of all banks. It has threatened to seize on all the telegraphs. It is claiming jurisdiction of all railroad corporations chartered by the States and amenable to the just authority of the State. It is going to usurp control of all our schools and colleges. These tendencies must be stopped, or before we know it the whole character of our Government will be changed; the simple and free institutions of our fathers will not only have become the worst Government that has ever ruled over a civilized people, but it will also be the most ignorant. A centralized Government, meddling with everything and attempting to manage everything, could not know the wants or wishes of the people of the localities; it would be felt only in its blunders and its wrongs. It would be the most irresponsible, and therefore not only the most oppressive but also the most corrupt with which any people have been cursed.

given the courtesy of a seat. Congressmen seemed to be particularly anxious to curry the favor of the labor vote and the farmer vote, but the vote of the banker, the manufacturer, and the business man was of no account.

Even President Wilson, for a time, seemed carried off his feet during the rushing tide of antagonism toward the so-called "big interests," but he found when the Banking Reform Bill was introduced in a crude, unworkable form, that the bankers of the South, the Northwest, and the Pacific Coast flocked to Washington, to enter their protest, while the bankers of New York kept silence. And this protest resulted in such amendments that the measure as finally passed was accepted in good faith by the whole country. Suppose the bankers had kept silent, who would have suffered? The working masses, of course, to whom a sound dollar means everything.

Recall the hesitation with which the bankers were received at first at Washington, the hutcheling to which they were subjected until, with clearer vision, President Wilson realized the mistake of the leaders, put an end to the warfare, and made room for the protesting representatives of the banks.

Politicians, some day, will realize that as a rule the employer has the respect of his employees. The workman knows who fills his pay envelope. He knows that the only pay envelope a demagogue ever filled is his own.

Danger Ahead!

THE outcome of the new Banking Reform Bill is watched with worldwide interest. A distinguished writer on fiscal matters believes that it will drive gold from this country and lead to a period of wild inflation. This means an era of speculation which must culminate in the inevitable crash.

It is interesting to note what two of our most conservative and experienced men of affairs think. Ex-Senator Aldrich, who was largely responsible for the appointment of the National Monetary Commission and whose work laid the foundation for the Banking Reform law, has briefly expressed his views in a note, printed with the second edition of his address on Banking Reform, delivered before the Academy of Political Science last October. In this note, he says that the Banking Act, as finally adopted, will be accepted by the National Banks, "with a view of seeking in good faith to make its operation a practical success and with the hope that defects may be cured by subsequent legislation." Mr. Aldrich adds that much depends upon the manner in which the law is administered and upon the character and wisdom of the Federal Board, with its grant of extraordinary powers. He closes with this striking observation:

If the loaning and note issuing power of the reserve banks is used to the fullest extent in ordinary times as anticipated by some of the authors of the act, these institutions will be found powerless in case of emergency for purposes of support or protection. The adoption of this policy would naturally lead to an expansion of credit and inflation of the currency, producing an appearance of prosperity and a boom in speculative prices, but the ultimate result would be disastrous.

The Hon. A. Barton Hepburn, ex-Comptroller of the Currency, a banker whose ability is recognized throughout the world, says that "The New Currency Act has all the potentialities for enormous inflation." But he adds: "If the Federal Reserve Board is controlled by good, competent, far-sighted, conservative men, the danger will not happen. No body of men were ever given such great powers as devolve upon the Federal Reserve Board. If they handle them wisely and conservatively, the country may be saved from inflation and loss of gold."

The far-reaching effects of the new Banking law are not generally understood. It is earnestly hoped that they will impress upon President Wilson the necessity of exercising the most conservative judgment in the selection of those who will administer the law.

The Plain Truth

WINNERS! A captivating ticket for 1916 is suggested by Frederick M. Crossett, namely Charles E. Hughes, for President, George W. Goethals for Vice-President. They are put forward as "examples of the highest type of American character, ability and citizenship, sound and free from blemish and entanglements." Not bad!

MEXICO! If Japan thinks it right, under cover, to supply Huerta with arms and ammunition and interfere with the plans of President Wilson for the restoration of peace, we feel—without committing ourselves to the wisdom of the Wilson policy—that this country is also justified in selling arms to Huerta's opponents. We are not seeking war with any nation. Uncle Sam loves peace, but he does not like to see an arrogant, puffed-up, over-confident little nation like Japan march about his borders while inviting him to tread on the tail of its coat.

PROHIBITION! It is announced that at the Arizona primaries, Eugene W. Chafin, who ran for President in 1912 on the Prohibition Ticket, will be a candidate for the United States Senate. Recently a movement was started at Washington for a national prohibition movement on political lines. It is among the probabilities that this revival of the Prohibition Party will become formidable. It may do to the Democratic Party in the South what the Progressive movement has done to the Republican Party in the North. The Solid South will never be broken excepting by some such issue which will outweigh all party obligation. We may be on the eve of a political upheaval, a natural result of the prevailing unrest.

BUSINESS! When people are prosperous, they are forgetful. It is difficult to realize the indifference business men have shown to the tendencies of the times and to the wretched methods of our legislative bodies in dealing with questions seriously affecting the business of the country. But with a halt in prosperity, the business people of the country are becoming apprehensive. They are realizing that they have a duty to perform at the polls, the primaries and political conventions. Perhaps this accounts for the passage of a resolution at the recent Annual Meeting of the American Protective Tariff League urging a larger participation in political affairs by business men and reciting that "More business men in politics are needed for the Congressional, State and Presidential campaigns of 1914 and 1916, if the public business is to be conducted with an intelligent and sane regard for the business needs and the prosperity of the country." We second the motion.

BURDENS! Why should legislators seek to burden business? This course may please the disgruntled muckrakers, but the general public would encourage business. In protesting against the bill for the creation of an interstate trade commission, at Washington recently, Mr. James E. Bennett, of New York, said that over 300,000 corporations, most of them small ones, would come under the purview of the proposed law and that if the business men of the country had any conception of the anti-trust measure, they would go to Washington in droves to protest against such impractical legislation. The newspapers and magazines are to have their turn also. For many years, little newspapers, especially weeklies, have been given free postage to subscribers in the county of publication. For years, without asking, all publications have been given the one cent rate of postage. Now it is proposed to make the weekly paper pay and to double the rate on all publications. In vigorously protesting against this, Mr. Don C. Seitz, Business Manager of the New York World, told the House Committee on Post Offices, that they were driving magazines out of business. He declared that no business could stand an advance of 100 per cent. in its rates. President Wilson is on record as utterly opposed to the proposition. He has never concealed his opinion. That should settle it. The same House of Representatives that is placing new burdens upon business, recently rushed a \$25,000,000 Good Roads "pork barrel" bill through by a vote of 282 to 42. We hear much about the high cost of living and altogether too little about the high cost of legislation.

Villa Seen Through Woman's Eyes

By Mrs. C. R. MILLER, Special Representative of LESLIE'S

EDITOR'S NOTE.—Gen. "Pancho" Villa, the terror of President Huerta's forces and the most prominent figure in bloody Mexico, has been interviewed by an American woman correspondent—the special representative of LESLIE'S WEEKLY, and through her he sends a message to the American people. This is the first time that this striking figure has been pictured to the people of the United States through the medium of a woman's keen intuitive powers. Mrs. C. R. Miller tells of her interview with him, and gives her impression of the man in her own way. This is a story well worth the attention of our readers; think what we may of Gen. Villa, it must be admitted that he is a force in Mexican affairs that we shall probably have to reckon with before long. It is decidedly a new impression of Villa that Mrs. Miller gives, and one that will appeal to all those who sympathize with the unutterable sufferings of the people of our sister republic.



MRS. C. R. MILLER
Leslie's enterprising
Special Correspondent.

FEW people who have been along the Texas border and have listened to the stories told of General Francisco Villa, could, I venture, approach that redoubtable ogre of the Federalists without at least a tremor of apprehension. I must confess that anxious as I was to see him for myself and under the safe conduct of his youthful secretary, Señor Viscari, my heart fluttered as we approached the one-story adobe house that was his headquarters in Juarez, Mex. I had been warned that the best I could expect would be an insulting refusal to see me, and more than one friend in

he will win in the end," and her face lighted up with that pride in the success of her husband which only a married woman can fully appreciate.

Mrs. Villa is a young woman, not exactly pretty, but her features indicate strength of character. There is nothing flashy about her either in her manner or dress. She was gowned in a simple black cloth skirt and silk waist with a black silk shawl thrown over her shoulders. Around her neck was a chain from which hung a locket set with diamonds, and on her fingers were several handsome rings. She also wore large diamond earrings. She is of medium height. Her expressive face is crowned by a mass of dark brown hair. When I admired the locket she unfastened the chain and handed the necklace to me for closer inspection. As I had surmised it contained a picture of her husband. Then she opened the large alligator bag she was carrying and drew out another jeweled locket enclosing a picture of the General taken in 1911. While we were looking at this, General Villa came into the room and we all rose to greet him.

When we were presented the General repeated our names.

seemed greatly embarrassed. "I am fighting for my country," he said and his dark bead-like eyes fairly danced with delight. It was then that I asked him to give me a message for the American people, and he responded in the words I have quoted above.

This was given in a matter-of-fact manner without bravado. All this time the crowd was surging through the hall and begging for a word with him and I realized that with the Torreón campaign on hand his time was valuable.

"Will you pose for a picture, General?" I asked.

"Why certainly, with pleasure," he replied, "any time you are ready."

He was wearing a new uniform of soft olive drab cloth with patch pockets and cap to match, with a Mexican eagle holding a snake in its beak embroidered on the front of the cap and I was anxious to make the picture of him in this new outfit. We slipped out into the yard in the rear of the house and I photographed him several times alone and then with Mrs. Villa. Although a dozen people were waiting, he posed as often as I asked and did it in a most gracious fashion; yet I had been told that I would probably be insulted and ordered out of the house if I tried even to speak to him!

"We call you the Roosevelt of Mexico," said the Kansas City banker as we were leaving. Mr. Viscari repeated the words in Spanish, for the General speaks very little English. "How nice," he answered, laughing as he caught the words.

"Mrs. Villa does not follow you in your campaigns?" I questioned. "Oh no," he replied, "she stays in El Paso while I am in the field. There she is safe."

We left General Villa and his wife standing in the doorway and as we stepped into the machine they waved us good-bye and we whirled away down the dusty streets of quaint old Juarez. General Villa is not an educated man and he has not been trained in the ethics of modern warfare as to the proper treatment of prisoners; and if we are to credit all the dispatches published in the daily press, he has not always been humane, but only those who know the real traits of a certain class of Mexicans can wisely

judge as to the right or wrong of his policy. General Hugh L. Scott, U. S. A., in command at Fort Bliss, Tex., has sent General Villa a book explaining how prisoners of war should be treated, and why, and the Mexican leader has told his officers to study it carefully.

If we are to judge from the behavior of the General during his visit to Juarez and from personal observation it may be that this courageous man (for even his bitterest enemy will acknowledge his courage) is not nearly as black as he has been painted.

Just before leaving Juarez I discovered a rather amusing complication of affairs when I went to mail some post cards to friends at home. As the rebels, or Constitution-alists as they prefer to be called, now hold Juarez they have issued postage stamps of their own and they refuse to accept those of the Federal government, so the rebel stamp had to be put on the card. The United States, however, does not recognize the rebel stamp; so in order to have the card delivered in the United States the Federal stamp must be put on as well.

General Villa has a new armored truck which carries seven machine guns and is patterned after the ones in service of the Russian, French and German armies. It is, however, an experiment here. It is about 20 feet long, eight feet high and six feet wide. A roof and walls of steel protect the operators. The steel casing built up on the truck is impenetrable by either Mauser or machine-gun fire. It has been given a thorough test. The siding of the car is made of two walls of steel plate between which are layers of felt. It can be operated either on railroad tracks or on roads and fields. It is equipped with specially made wheels from which the tires used in the road work can be demounted and in their stead a set of flanges attached by which the machine can run on railroad tracks. It can make a speed of 20 miles an hour on roads and 40 miles on tracks. Steel protectors are built over the sides of the wheels to prevent the spokes and wheels from being injured, and a steel plate has been built under the bottom of the car which protects the machinery from injury in case of mines being exploded under it.

Under the flooring of the machine cases have been constructed which will carry extra ammunition, oils, extra parts and sufficient fuel to run the machine 200 miles. A powerful revolving searchlight makes it possible to operate the car at night. A wireless equipment is carried which will keep the car in communication with the main body of the troops.

El Paso, Tex., had expressed the fear that my adventure might have an unpleasant ending. Imagine my surprise, then, to be received with perfect courtesy, to have the General through his secretary, as interpreter, answer patiently and politely, my many questions, and to most obligingly pose for me while I photographed him. The perfect knight of romance he is not, but to all appearances he is the blunt, straightforward soldier—the man of the people developed into a world figure by an emergency that only a strong man could meet.

And when I asked him if he had any message for the American people through LESLIE'S he responded, almost bashfully, yet with a certain dignity.

This is his message:

"I am fighting for my country, the country that I love. I am a soldier, not a talker, but if I can make the people of your country understand better what the Constitution-alists of Mexico are fighting for I shall be glad. We want only peace and the rights of the people. These we must have no matter what the price.

"As I have said before to American newspaper men, I want nothing for myself. I cannot be President, for I am not an educated man. All these stories about my not being loyal to General Carranza are lies. He is a great man. I obey his orders, for he loves Mexico and will some day make her happy and rich. That is for him to do. For me there is the fighting. That is the thing I do best. Always I repeat that I do not want to take the place of General Carranza, for I cannot. Please tell the American people that, and tell them, also, that our General is both great and good. And you might say, too, that we Constitution-alists are not cruel, as our enemies have said. Lies are harder to fight than bullets, and when we are forced to do justice on some traitors who have broken their oaths many lies are told about us. But where we rule there is peace and safety for those who do what is right.

"In time we shall have all Mexico, and then the world will see that the Constitution-alists are not savages, but men who love their country."

The manner of my meeting General Villa was not without interest. It was his wife who introduced us, though I had gone by automobile from El Paso to Juarez with Señor Viscari, his secretary. As we approached the bridge that connects the two towns, United States troops of the border patrol stopped us, but on being assured that we carried no arms or ammunition, permitted us to pass on our way. With us were a Kansas City banker and a cattle man from Texas, also bound to see Villa. Many automobiles were parked around the General's headquarters and a throng of Americans and Mexicans strove to gain entrance to the house. They were there, as we learned, to ask various favors—permission to reopen business enterprises, to gain military protection, to ship cattle across the border.

In the doorway of the house was a woman, and almost before I knew it I was shaking hands with her and expressing my pleasure at meeting Mrs. Villa. Her greeting was both cordial and graceful. She led me past the crowd of waiting men into the General's private apartment and insisted on my taking the most comfortable chair. The gentlemen of the party came in a few minutes later and Mrs. Villa was most gracious. "I have sent for the General," she said. "He is out trying a new horse but he will be here in a few minutes." Then I asked her if she ever felt any fear for the General's safety when he was in the field.

"Oh, yes," she answered, "I know the danger, but I also know that he is in the right and I am sure



DISCLAIMS PERSONAL AMBITION
General Villa, as photographed by Leslie's correspondent, just after saying that he would never be President.



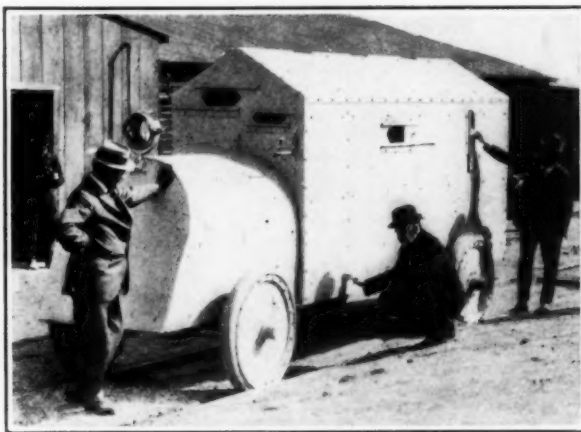
SUSTAINED BY WOMAN'S FAITH
Mrs. Villa is proud of her husband and believes that he is sure to be successful in conquering Mexico.

I had pictured him as a big, bold, swaggering bandit, uncouth and ill-bred, but I was agreeably surprised to find him a medium-sized, well-built, mild-mannered man with a most fascinating smile and eyes that indicate keen perception. He looked me straight in the face as he shook hands with me.

"Are you going to win, General?" I asked. "I am going to try," he replied, "and try hard."

The gentlemen seemed anxious to have a word with him so I turned to Mrs. Villa again to give them the opportunity. This also gave me a chance to study him closely and as he moved about talking to a visitor one moment and the next giving orders to a soldier who had brought a message, one could readily understand that he is a man who thinks and acts quickly. I could easily believe the story that they tell of him that while the battle of Ojinaga was in progress he gave an order that if it was discovered that any officer showed the least cowardice he should be shot. "And he meant it," said the Mexican who told me the story. The result was that every man did his duty; and in less than an hour after the order was given, Villa's forces had taken Ojinaga.

When the gentlemen had finished their business with the General I began to talk to him about his victories and he twisted his hat in his hands like a bashful schoolboy, and



VILLA'S NEW ENGINE OF DEATH
An armored automobile that carries seven machine guns and can run on roads or railroad tracks.

Camp of 5,000 Mexican Refugees

Curious scenes in the "compound" at Fort Bliss, El Paso, Tex., where a host of fugitives from Mexico are being detained and cared for by the American Government. The captives include Federal soldiers who fled across the border after revolutionist General Villa's victory at Ojinaga, Mex., and also many women and children. Photos taken especially for LESLIE's by its traveling representative, Mrs. C. R. MILLER.



BAREFOOT BRIGADE
Refugees crowding around a shoe stand to buy footgear with money sent them by the Mexican Government. These men were Federal soldiers and wore out their shoes in long and rapid marches.



THEIR RULING PASSION
A daily scene in the camp. Most Mexicans are gambling "fans" and those in the picture are playing monte. An American army chaplain in the center background looks his disapproval.



HAPPY GROUP OF CAPTIVES
These people are actually enjoying life in imprisonment. They have nothing to do and have shelter and plenty to eat. The women and children are glad that they no longer have to keep up with an army.



AN IMPORTANT FIGURE
General Mercado, unsuccessful Federal defender of Ojinaga, Mex., who fled across the border and is now "boss" of the camp.



TRANSPARENT BARRIER TO FREEDOM
A section of the famous wire fence which encloses the camp. The latter is 2700 by 900 feet in area. The fence is high and can be charged with electricity should the prisoners attempt to escape. Members of the 20th United States Infantry are on patrol outside of the fence.



COOKING FOOD IN GARBAGE CANS
These, however, were cleansed thoroughly before being put to this use. The Mexican soldier has known too often the pangs of hunger to be over-particular about the way in which his food is cooked. The cans are placed over a fire built in a trench.

MAKING HIS OWN BED
The Government furnishes straw and ticking and the contented prisoner does the rest.



POPULAR REFUGEE
Federal General Castro, formerly Governor of Juarez, Mex., who ran away when Villa took the town. He is one of the hard workers in the camp.



SOME OF THE LITTLE ONES
Many children are among the detained crowd and they for the most part are healthy and happy. Additions to the camp's census by birth are reported almost daily. The good people of El Paso have contributed much clothing for the camp youngsters.

Problems of the Bread Winner

By CHARLTON BATES STRAYER

EDITOR'S NOTE—The industrial problems of our complex, modern life are pressing upon us for solution. The large number of letters, bearing on labor and industrial conditions, coming to this office every week from the more than two million readers of LESLIE's, reveals the interest of the public in this direction. Since these questions not only interest our correspondents but also are of momentous concern to every wage-earner, every small-salaried man and every employer, it has been decided to create a department to consider them. We shall not plead the cause of any class, party, or faction, but shall aim to discuss every question in a spirit of fairness and according to the highest ethical standards. Capital and labor will each receive a square deal. One may not look for more consideration than the other. Acute issues will come before us. Let us see if we cannot find a method of treatment which shall be genuinely constructive, and destructive of nothing but falsehood and injustice. Come let us reason together.



RAILROAD VETERANS WHO HAVE SERVED THE PUBLIC IN PEACE AND WAR

Unique luncheon given to honor men of the Pennsylvania Railroad at the Y. M. C. A. in West Philadelphia. All of the guests were retired employees of the Pennsylvania lines and 80 of the 150 present had served in the army during the Civil War; 48 of them had been in the service of the company for 48 years or longer.

The Flag

EVERY nation has its flag. It is the sign of its sovereignty. It is the pledge of protection. It is an appeal to patriotism.

The flag of a country embodies the hopes and aspirations of a loyal people and all they hold dear. Between a patriotic man and the flag of his country nothing can come, unless it be duty to God, but seldom do these duties conflict. Every man loves the flag of his country, just as one loves his father or mother.

Every good citizen is loyal to the flag in the same way a student is loyal to the college which gave him an education. If he be an American citizen he loves the Stars and Stripes as he loves no other emblem that floats in the breeze. To him it stands for an equality of opportunity such as is assured nowhere else in the world.

To these hospitable shores millions come every year that they may live and labor under its offer of opportunity and promise of protection. No man is a good citizen who does not love the flag and render it the honor which is its due. Not without good cause is "The Star Spangled Banner" our most popular and inspiring national song.

What then shall we say of the man who denounces the flag? who cries as does William B. Haywood, president of the Industrial Workers of the World: "we do not care for the flag. We are against patriotism. There is only one flag for us and that is the red flag." It would be surprising, indeed, if the sober-minded, thoughtful working men of the world gave their consent to such treasonable doctrine or enlisted under such leadership.

In every well-governed, civilized land, labor will win its triumphs under the protection of the flag, not by repudiating it. The time has come when there should be a well-defined line of cleavage between those who repudiate all government and denounce the flag, and those who are committed to the defence of their country's sacred symbol and who look in confidence to it for protection in working out the industrial problem.

Responsibility to the Public

IS it right that all the patrons of a great railroad system should suddenly be deprived of the means of communication, either by a lockout or a strike? Would it not be more fair to do what Canada does—require the submission of the points in dispute to a board of arbitration, no strike being allowed until that board has rendered its decision? Should a strike be ordered under such conditions, it would have little hope of success, because it would rest under the disapproval of public opinion. Such an expedient would be far in advance of what we are now subject to in this country at any time. A case in point is the strike of the employees of the Delaware and Hudson Railroad over the discharge of two fellow employees who previous to discharge had been several times censured and suspended. We need not enter into the merits of the case, but simply ask, What protection have the ten millions of people living along the line and its million of patrons in such a time?

In this instance the railroad appealed to the Federal Board of Mediation and Conciliation, which on being un-

able to effect a settlement, advised the railroad in the interest of the public to accede to the request of the men for the restitution of the two discharged employees. This the railroad did, and averted what might have been a prolonged strike. But this did not settle the issue involved. And in all fairness it may be asked whether the employees of the railroad, as well as the railroad officials, should not consider the interest of the public in considering the possibility of a strike.

At a dinner given recently in his honor by John A. Sleicher of New York, Chairman Elliott of the New Haven Railroad emphasized this reciprocal responsibility of the railroads and their employees. "Society," said Mr. Elliott, "must invent some plan that will put beyond all reasonable doubt the ability of the great public service corporations to do the work that they are expected to do, and society must say to Labor, just as it says to Capital: 'You have certain responsibilities to the people as a whole that you cannot neglect, and in some lawful and orderly manner, you must continue to serve society while any disagreements or misunderstandings are being threshed out before the bar of public opinion.'"

In the delivery of mails Uncle Sam realizes the necessity of protecting the public, the employees of the Postal Service being forbidden to join any organization "imposing an obligation or duty upon them to engage in any strike or proposing to assist them in any strike against the United States." In coming forward with the proposal to organize the 300,000 employees of the United States Government throughout the country, has not the American Federation overlooked this? Is not the proposition to organize met by the precedent in the matter of the postal employees? Would not the Government object to having any of its employees connected with an organization which might involve them in a strike against the Government? Should the Government be halted in its work because of a vote to strike by an organization with which certain of its employees were connected, there would be created a state of anarchy intolerable to any government. In its own best interest, organized labor would better avoid a direct conflict with the Federal Government.

Labor's New Note

KANSAS CITY has sounded a new note in labor unionism. The constitution of the National Association of United Building Labor, just organized, pledges that body to oppose strikes and uphold arbitration, and to favor a graduated instead of a uniform wage scale. Both of these principles have been advocated singly before, but this is the first time the two have been embodied in the constitution of a regularly incorporated union. When labor champions arbitration as the method for settling disputes and opposes strikes, except as a last resort, it will secure the backing of a force of public sentiment that will irresistibly insure justice being done. The suggestion of a graduated in place of a uniform wage scale strikes at the very heart of the philosophy of union labor. Labor argues, and with much effect, too, that the uniform wage exemplifies the ethical principle that the strong should bear the infirmities of the weak. But while the weak should be cared for, does not justice to the more efficient worker call for a gradation of reward to correspond with a gradation of ability? Not only so, but in considering the output of an industrial plant as a whole, is it just to the owners that the output should be limited by fixed standards determined by the efficiency of the weaker workmen? A graduated scale has already been instituted by labor in some industries, notably the British brass industry, and is working to the satisfaction of both employer and employee. The movement at Kansas City is significant because it, too,

comes, not by the demand of employers, but voluntarily from organized labor. It is planned to extend the National Association of United Building Labor to all parts of the United States. To an unbiased observer such an organization seems to promise much for the solution of the labor problem.

Drinkers Dismissed

REFUSING to heed a warning given weeks in advance, 126 men employed on the Pittsburgh and Lake Erie Railroad were dismissed summarily for drinking. The number includes engineers, conductors, firemen, brakemen and flagmen, some of the highest paid skilled men in the service being among those dismissed. One of the highest duties of a railroad is to provide for the safety of its passengers, and although the discharge, in the dead of winter, of 126 men who have grown old in the service seems hard, what else could be done by a railroad that desired to protect the public? It were better to drop 126 men who refused to obey an order against drinking than for even a single life to be lost through the carelessness or inefficiency of a drunken employee. Some of the railroads have been rightly criticized for the great loss of life on their lines. Safety will not come alone through improved mechanical devices. The human element is after all the largest factor, and a drinking railroad employee holding a responsible position is too great a risk for any railroad to carry.

The Labor Trust

MR. C. SCOTT, of Seattle, Wash., in a letter commending LESLIE's constructive policy, says that there is just one trust he would like to see "busted"—the labor trust—"with its impossible motto of inefficiency to the front and wail of shorter hours, better conditions and better pay." "In fact before times can get better," says Mr. Scott, "the water must be squeezed out of labor." This is a rather novel way of putting the labor situation, but the excessive and arbitrary demands of labor may be likened to the watered stock of corporations, imposing an uncalled-for burden upon society. We disagree, however, with our correspondent in wishing the labor trust to be "busted." The unions have a great work to do for organized labor, and their continued existence and co-operation is needed for working out a better relationship between capital and labor. The unions may have to give up the closed shop idea and permit the grading of labor according to efficiency, but this, instead of "busting" organized labor, will make it more effective.

A Blunder

THE deportation of the South African labor leaders was a tactical blunder. When men's passions are aroused it is the time of all times for absolute impartiality before the law. If, as declared by General Smuts, the Minister of Defence, one of the men deported—Secretary Bain of the Trades Federation—was organizing a conspiracy against the Government, the law provided amply for dealing with such a crime. It is a question, however, as to whether the Government of South Africa was justified in declaring martial law and dealing with the ten labor offenders in the summary fashion in which they were deported. As a general proposition every expedient of the civil authority should be appealed to before martial law is declared.

Former Chief Judge E. M. Cullen, of New York, in addressing the State Bar Association on "The Decline of Personal Liberty," criticised the growing custom in our own country of military intervention in civil affairs. He cited the decision of the West Virginia Supreme Court which sustained the actions of the military tribunal that

(Continued on page 209)

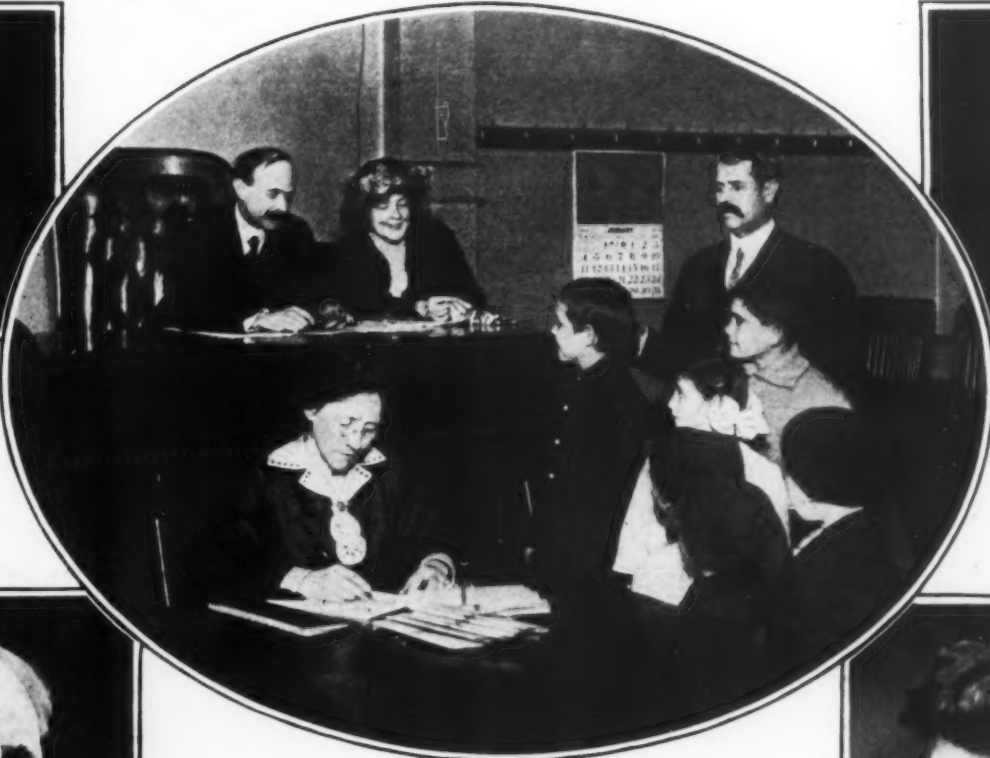
People Talked About



COURTESY HARRIS & TRING

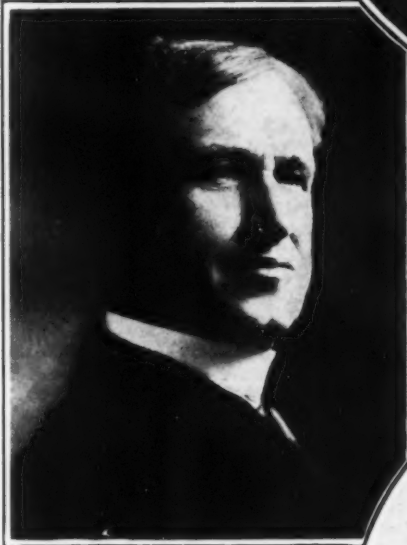
THE RACE QUESTION STIRS THE SENATE

Senator Wesley L. Jones, of Washington State, who during consideration of the Agricultural Extension Bill in the Federal Senate precipitated a sharp debate on the racial question. Mr. Jones moved that part of the funds proposed for farm demonstration work be entrusted to Southern negro colleges. Senators Hoke Smith of Georgia and Vardaman of Mississippi strongly urged that the funds should be handled by white men.



RESIGNED AFTER CONFIRMATION

Henry M. Pindell, proprietor of the Peoria (Ill.) *Evening Journal*, who declined his appointment as Ambassador to Russia, after the Senate had approved it. A letter attributed to Senator Lewis, of Illinois, but repudiated by him, aroused unpleasant comment about Mr. Pindell, and it is said the Russian Government intimated he would not be acceptable. It is thought also that he was deterred by the great cost of maintaining the Embassy, \$100,000 a year.



ALBANY ART C. HUN

ONE MAN AN ENTIRE SENATE

State Senator Thomas H. Bussey, of Perry, Wyoming County, who was recently the only member present at a regular session of the New York State Senate in Albany. Mr. Bussey had to preside and also act for absent senators in introducing bills. He also made an address as if the 51 senators were all present.

A WIFE ON THE BENCH WITH HER HUSBAND

Mrs. Ben B. Lindsey, the bride of the famous juvenile court judge of Denver, Colo., taking a keen interest in a case which the Judge was trying. Judge Lindsey is widely noted as the friend of young people and he has been instrumental in reforming many of the little offenders brought before him.



HARRIS & TRING

ONE OF WASHINGTON'S MOST ATTRACTIVE WOMEN

Mrs. John Skelton Williams, wife of the new Comptroller of the Currency. She occupied a prominent social place while her husband was Assistant Secretary of the Treasury, and has become one of the most important women in Washington society since her husband was selected for the post which carries with it a place on the Federal Reserve Board.



COURTESY DORA REE

A SCIENTIST'S STARTLING SUGGESTION

Unusual photo of Sir William Ramsey, the eminent British chemist who recently raised the question whether feeble and unfit human beings should not be left to die. The occasion was the annual dinner of the Royal Society of Engineers in London and his remarks caused a sensation. This picture was taken in Philadelphia during Sir William's latest visit to this country.

CHINA'S INTEREST IN OUR GREAT WORLD'S FAIR

Ting-Chi Chu, Commissioner of China to the Panama-Pacific International Exposition, to be held at San Francisco in 1915, and his accomplished wife. China will spend \$800,000 on its exhibit, which will be elaborate and notable. Mr. Chu is a graduate of Harvard and counselor to the Ministry of Industry and Commerce of China. Mrs. Chu is a graduate of Wellesley College, Mass.



FRANCIS & MURPHY

A WOMAN WHO MAY GO TO CONGRESS

Mrs. Eva Murphy, of Goodland, Kans., who is a Progressive candidate for Congress. She is recording secretary of the Kansas State Women's Temperance Union and a leader in the Kansas Federation of Women's Clubs. She is an able speaker and writer.



MAX PER. CO.

THE MAN WHO HANDLES OUR DELICATE DIPLOMATIC QUESTIONS

Unique photo of Secretary of State William Jennings Bryan. Mr. Bryan, in farmer's attire, is seen inspecting a chicken pen on his farm near Lincoln, Neb. Farmer Bryan acquired some of his skill in diplomacy while learning to manage a yard full of troublesome chickens. The genial Secretary is fond of country life and enjoys his visits to his farm.

Millions to Save Life and Limb

By FRED J. SPLITSTONE

EDITOR'S NOTE:—This is the seventh of a series of articles of peculiar interest to business men and women. The eighth, "Let Us Give Business a Chance," by former Senator Joseph B. Foraker, of Ohio, will be published next week.

A MOST striking evidence of quickened social conscience is found in the movement to protect the lives and limbs of our industrial workers. A decade ago the words "Safety First" meant nothing to the employer or employee in this country. In fact they had never been heard except by a few



IMPLANTING SAFETY IDEAS IN YOUNG MINDS
The H. C. Frick Coke Company keeps the safety slogan constantly before the eyes of the wives and children of its workers.



RISKING AN EXPLOSION FOR A SMOKE
A photograph sent out by the Pennsylvania Railroad to warn workmen against the dangerous practice of lighting matches in the vicinity of gasoline.

students of German industrialism. Today they are the slogan of one of the biggest movements in America, a movement in which millions of dollars are being spent every year. How many millions it is impossible to estimate—but one corporation alone has spent \$5,000,000 in six years, and is still spending at the rate of over \$500,000 a year.

From the beginning of industrialism along modern lines until very recently the average employer took refuge behind the evasive defence of guilty Cain to an accusing God: "Am I my brother's keeper?" Industrial accidents multiplied until, according to the statement of the American Museum of Safety, something like 25,000 men were killed at work each year in the United States, and 300,000 suffered permanent or serious temporary disability. Employers compromised for the smallest damages possible or fought the cases in court.

Then came an awakening. A few employers realized that they were the keepers of the men who toiled for them and they commenced to study the problem of accident prevention. It is noteworthy that general credit for the first effective steps in this direction were taken by two men who from their official positions got very clear and graphic views of this appalling industrial slaughter. They were Charles MacVeagh, general solicitor of the United States

facturing concerns caught the spirit. State legislatures, also, suddenly awoke to the spirit of the times, and about three years ago began to pass workmen's compensation acts.

When the safety campaign was started by the Steel Corporation the experience of German manufacturers was drawn upon. Germany started to look after the safety

of her workmen twenty-five years ago, and the efforts of employers and law makers were well harmonized. Today it is said that the United States is well up to Germany in accident prevention. This movement is nation-wide and includes every line of hazardous activity. Not every employer, to be sure, but most of the larger ones, are doing something, and public sentiment and legislation are rapidly forcing the others into line. The movement is a mutual one. Every firm that has made progress in the work puts its experience at the service of all others who want it. The American Museum of Safety is an organization to which all employers may subscribe, and acts as a clearing house for safety ideas.

The methods come under two heads—safety equipment and education of workmen to safety ideas. And the testimony of experts is that the latter is the more important, difficult and expensive.

For purposes of illustration, the work of the United States Steel Corporation among industrials and the New York Central Lines among railroads may be considered typical.

The Steel Corporation, by reason of the many lines of activity of its subsidiary companies, maintains an elaborate organization. The central body is the Bureau of Safety, Relief, Sanitation and Welfare, of which C. L. Close is secretary. Mr. Close has been identified with the safety work of the corporation since 1908. Reporting to the bureau is the safety-sanitation committee

jeered at by his fellows. To overcome this spirit was the biggest task that confronted the Bureau of Safety. Says Secretary Close:

"The most essential thing in safety work is to create in the men a subconscious impulse for caution. You and I frequently take chances of being struck by automo-

problem. Every accident is investigated, and steps are taken to prevent its happening again, not only in the same place but in every other place under the jurisdiction of the corporation.

Wonderful advances have been made in safeguarding machinery. The standard safety specifications cover every approved device known, and no piece of machinery is installed unless it complies with the standard. But effective as this is, it is of less importance than the education of the workmen. The great majority of accidents happen because somebody is careless. Far too many workmen feel that it is smart to take a chance. In many mills the cautious man was but recently



THE PULMOTOR IN ACTION
All well-equipped mines and blast furnaces have these wonderful machines handy in case of asphyxiation. Hundreds of lives are saved this way every year.



PROTECTING THE MAN AND THE BOILER
This safety device locks over the valve wheel and the man who goes into the boiler takes the key with him. No careless fellow workman can turn on the water and drown him.

biles or trucks on the crowded streets. Even the many times that we narrowly escape being hurt make but little impression on us. How can we blame workmen, then, for taking chances around machinery with which they are so familiar? It requires years of training to develop in them an instinct for safety, and until this instinct is inbred we will have preventable accidents."

The ways in which this instinct is being built up are wonderful in their variety. The workmen's committees are the basis of the educational campaign, but in hundreds of ways the committee reiterates the necessity of being careful. Signs are posted everywhere, and in many languages. Stereopticons throw pictures on screens, the men and their families are invited to entertainments where the safety idea is emphasized, safety mottoes are inscribed on cigar bands, pay envelopes, calendars, pencils, match boxes—in short on every possible thing of familiar use. The red ball is being fixed in the public mind as the universal sign of danger, at an expense of hundreds of thousands of dollars, not only by the Steel Corporation, but by all others who are active in safety work. Especial attention is paid to the education of the wives and children of employees. Experience has shown that it is most effective to have the women folk impressing caution on workmen.

The Steel Corporation has an average payroll of 200,000 men and women, and among them are spoken 32 languages and dialects. Not all of these employees can read even their own language, and many of them cannot read English. Classes in simple English are being established to promote safety instruction. All members of the workmen's committees are paid for the time they give to safety work, and much of the instruction given the men is on the company's time.

The Corporation has spent \$5,000,000 in six years—and it has been the most profitable investment it ever made. The men, who in 1908 approved the safety expenditures on humanitarian grounds, but said that they would never show a financial profit, have been proven wrong. Mr. Close says the expenditure has paid a dividend of 100 per cent. With increasingly stringent workmen's compensation laws safety work is going to be still more profitable.

In railroad safety work, the New York Central Lines and the Pennsylvania Railroad are close rivals. Each system has about 150,000 employees, and each has a fine record for the small number of passengers killed. But in the past both roads have contributed their share to the awful total of killed and injured employees.

(Continued on page 209)



THESE MEN WORK FOR SAFETY ON THE B. & O.
The General Safety Committee of the system. Standing, left to right: Dr. E. T. Parlett, E. R. Scoville, T. J. Campbell. Seated, left to right: John Hare, W. McO. Bond, J. G. Pangborn, B. O. Craig.

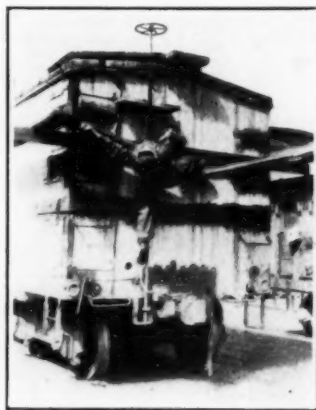
Steel Corporation, and R. C. Richards, claim agent of the Chicago and Northwestern Railroad. Each of these men passed in review the claims for personal injuries filed against his company.

Mr. MacVeagh was the first to act. In 1906 he brought the matter to the attention of the board of directors of the Steel Corporation, and a committee was appointed to investigate the problem, and to take corrective measures. On April 9, 1908, a general meeting of the casualty managers of the subsidiary companies was held in New York, and the "Safety First" movement put on an organized basis. At that time it was the opinion of a majority of the heads of the Steel Corporation that the heavy investment necessary to safeguard its machinery and educate its employees to a reasonable degree of caution would never be repaid in reduced damages, and other savings. Nevertheless Judge E. H. Gary, chairman of the board of directors, pledged the company to the expenditure of all the money necessary for the work.

A little later Mr. Richards succeeded in getting the directors of the Chicago and Northwestern to take up the movement which has been successfully carried on under his supervision ever since. But these pioneers did not long have the field to themselves. Other railroads and other manu-

factories of the Steel Corporation. Then each subsidiary company has its central committee, and each plant has its safety-sanitation committee, while each department has two committees, one made up of the superintendent and his staff and the other of workmen. The membership of the workmen's committees is changed frequently so that as many men as possible may be educated in the ways of safety.

The workmen's committees are the foundation of the whole movement. They offer most of the suggestions for safety appliances, they make regular inspections and reports on the plants, and exercise discipline over the men responsible for accidents. Their reports come up through the various committees until they reach the central bureau. Every suggestion adopted is sent by the bureau to every department having a similar



HE FAILED TO TEST THE PLANK
A photographic warning sent out by the New York Central Lines in their campaign for the education of employees in safety.

Unlocking a Long-Neglected Empire

Uncle Sam to Build a \$40,000,000 Government Railroad in Alaska to Open its Vast Resources to Speedy Development

By OSWALD F. SCHUETTE

LESLIE'S WEEKLY BUREAU, Wyatt Building, Washington, D. C.

WITH a \$40,000,000 government railroad as his key, Uncle Sam has determined to unlock the billions of dollars of almost untouched resources that make up his great Alaskan empire. Despite the handicap of primitive transportation which has eaten up in freighting charges from one-third to one-half of its limited production, this vast territory has produced almost half a billion dollars in wealth, and the annual output is now near to the \$50,000,000 mark. But this is only the beginning, hardly an index to what can be dug from its soil or won from its waters, if there were only transportation to carry it to the ocean,—real, modern transportation that would make it possible to reach its vast coal fields and through these in turn to develop its other amazing resources.

That Alaska will get this transportation seems now assured. At this writing, the Senate has passed a bill providing for the government construction of the necessary railroad line or lines from tidewater to the interior, with a government bond issue of \$40,000,000, to be repaid by government land sales. The House of Representatives is ready to pass a similar measure, appropriating \$35,000,000, and the leaders in both houses are confident that it will take but little time to iron out the trifling differences between the two chambers. President Wilson has already announced his support of the proposal, and there is to be no delay when the bill reaches the White House. Everything is being pushed so that the important work of determining and laying out the routes may be completed next summer.

It is a big undertaking—this proposal for a government railroad to open up this great treasure house. Yet, it is but a trifle when compared with that other great government undertaking that is now so near to triumph, the Panama Canal. In dollars and cents, it is to represent only about a tenth of the \$400,000,000 that has been found necessary to link the Atlantic to the Pacific. It will have its difficulties, but they will be trifles compared with those which Colonel Goethals and his predecessors have overcome. The experts who have testified see nothing insurmountable in the engineering problems to be faced, and the climatic troubles will be insignificant compared with those of Panama.

But the results of building a government railroad in Alaska are to be just as wonderful as those to be won by digging the Isthmian canal. For months, Congress has heard of the wonderful possibilities of Alaska. Yet it is not difficult to believe that when a railroad has been built that will open up the coal fields and make the great treasures of Alaska genuinely accessible, her annual output will jump far over the \$100,000,000 a year mark—and the boldest prophet dares hardly to forecast the golden flood that the future may bring with it, once the present primitive days are left behind. For as soon as the finishing touches have been put upon the railroad legislation, Congress has promised to take speedy action upon that other great need of this territory—the opening of her great coal lands.

It has been the tying up of her coal lands that has really done more than anything else to block the progress of Alaska. Without coal, railroading would be a farce. Without coal, industries have been practically impossible. With unmeasured millions of tons of fuel at hand, Uncle Sam has forbidden its mining, and the territorial enterprises have had to ship their coal from British Columbia at staggering prices. But work is now well under way to provide a law under which these coal lands may be leased and developed immediately. By the time the proposed line or lines of railroad can be built across the mountain range along the coast, the mines in the interior should be ready to pour forth their rich yield for the benefit of the sister industries of gold and silver and copper mining, to say nothing of other important industries that deal in the rich raw materials of Alaska and the agricultural opportunities that lie under a twenty-hour a day summer sun. Is it any wonder that the Pacific coast has hailed with peans of rejoicing the progress that has been made at Washington to render possible the building of this government road?

The Congressional legislation makes no effort to indicate just how or where the railroad is to be constructed. All of this is left to President Wilson. It merely provides that the government shall issue bonds for the construction of the road—or if deemed best, for the leasing, purchasing or condemnation of existing lines. The President is to determine its course, its length, the harbor or harbors from



DIFFICULTIES OF RAILROAD BUILDING IN THE FAR NORTHWEST

Steel cantilever bridge on the White Pass & Yukon Railroad, which runs from Skagway, Alaska, to White Horse, Yukon Territory. This arch is 297 feet high and the country in that region is rugged and mountainous.



THIS MAY BECOME A RAILROAD TOWN

Valdez, Alaska, situated on Prince William Sound, where the construction of a government railroad from Cordova to Fairbanks may begin.



ONE OF ALASKA'S CHIEF GATEWAYS

Town of Seward on Coronation Bay, one of the proposed points for the beginning of the government railroad in Alaska. The Alaska Central Railway already runs from Seward northward.

which it is to run, the territory it is to traverse, the coal fields it is to tap. He is to give it its name, he is to employ all the officers and all the employees and other agencies which are to figure in construction and planning and operation. He will make its rates and all its rules and regulations. He is to have the right, as commander-in-chief of the army and navy, to designate officers of either service to carry on this work—and it is likely that he will avail himself of this privilege.

For the work of Colonel Goethals and his associates in Panama has been the highest possible testimonial to the efficiency of the men of Uncle Sam's service. If Colonel Goethals can be induced to accept, it is likely that he will be asked to add to the laurels of his Panama triumph, by building the first big government railroad to be built by the United States, as the constructor of the Alaskan road. And if Colonel Goethals will accept, it is likely that the whole thing will be turned over to him from the start.

What a load this would lift from the shoulders of the President! For as soon as the final act is signed, he will be overwhelmed by the proponents of all the different possible routes and all the different possible ways of building the road. So if he can turn it all over to a man in whom

he will have the implicit confidence he is willing to put in Colonel Goethals, what a snap it will be. And what a disappointment for the politicians! For the politicians will have about as much influence with Colonel Goethals as the yellow fever mosquitoes of Panama.

It is likely that new investigations will be made before the location of the proposed route or routes is determined. The Alaskan commission which reported to Congress a year ago picked out two feasible lines to reach the richest portions of the interior as well as the network of navigable rivers—one from Cordova, on Orca Bay, to Fairbanks and the other from Seward, on Controller Bay, into the Matanuska territory. There are also proposals to start the Cordova-Fairbanks line from Valdez. A later discovery declares that a two-mile tunnel would make an easy grade route from an open harbor on Prince William sound, opposite Turnagain Arm, from which a short route to the Matanuska fields would be available.

So that it is likely that before anything definite will be undertaken, there will be further explorations to find the best possible method of handling the entire problem. The only thing which many who are vitally interested in the development of Alaska fear is that a conflict may develop between divers views as to the best route which might result in tying up anew the whole matter, while Congress struggled over controversial theories, just as it did in the fight between the Nicaraguan and Panama routes, and then again between a sea level and a lock canal.

As far as the President is concerned, however, it is proposed to give him practically complete and unrestricted authority in all matters of construction. The only other authority vested in any one is a provision that gives the Interstate Commerce commission the same control over the rates to be charged by the new road that it would have if it were a private line instead of a government system.

There has been little influential opposition at the national capital to the proposals to open up Alaska. Everybody of importance, in Congress and out, has been anxious that this should be done and done promptly. But the question of how it was to be done has caused all the delays. It was this that tied up the coal lands. It was this that made private construction of railroads impossible. As far as the proposed government road is concerned, there was some opposition by those who are opposed to the principle of government ownership. They did not want to commit the government to such a program. They feared it would be the entering wedge for a general propaganda of government ownership of railroads in the United States.

"Whether the government ought to acquire or construct or operate railroads in the more thickly settled portions of the country where railroad and other transportation facilities have already been provided by private capital or where private capital is perfectly willing to provide such facilities is one question," declared Senator Thomas J. Walsh of Montana in the address which proved the biggest feature of the Senate fight. "Whether the government ought to undertake to construct trunk lines in frontier territory for the primary purpose of the development and settlement of that territory to make available to the people the great wealth nature has placed there is quite a different question."

The Senate thought so, too, as the final vote showed, and the debates in the House indicated a similar feeling there. In fact, there seemed every indication that the majority of neither house was willing to let the measure stand as committing the government to the propaganda of federal ownership or construction or operation of railroads.

It was this feeling that led the House committee to recommend that the final operation of the proposed road be left to private lessees. It is expected, however, that the power to determine this will be given entirely to the President as part of the practically unlimited authority to be conferred upon him.

Now that the movement to do justice to Alaska has begun in earnest, it is to be hoped that it will acquire momentum and will suffer no check nor delay. The people of the territory have been waiting so long for this sort of relief that it would be a doubling of injustice not to push the construction of the proposed railroad as rapidly as possible.

All Aboard for the Alaska Express!

Pictorial Digest of the



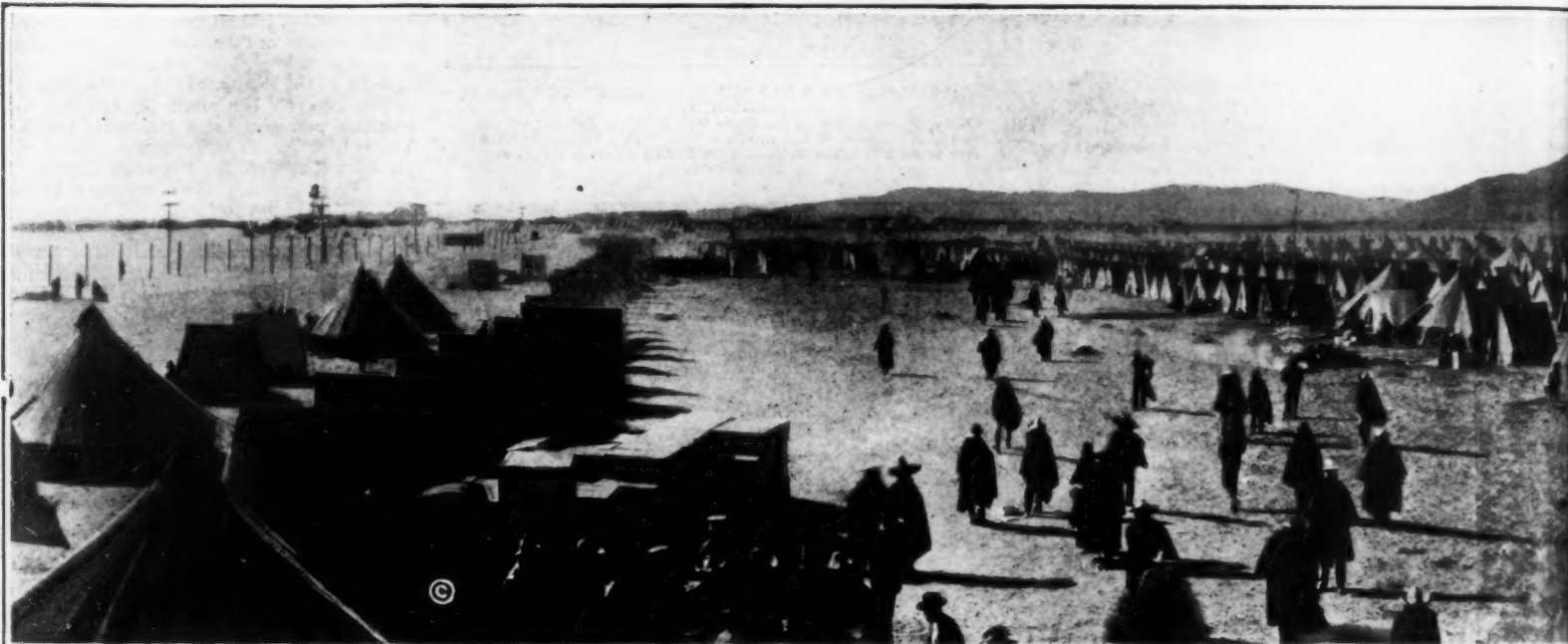
GLAD TO HAVE ESCAPED THE HORRORS OF MEXICAN WAR

The Mexican women interned at Ft. Bliss find life as Uncle Sam's guests quite one long round of delight. They do their own cooking and carry on their housekeeping in army tents after the fashion of their own lands. In the picture they are cooking tortillas, the Mexican flapjacks.



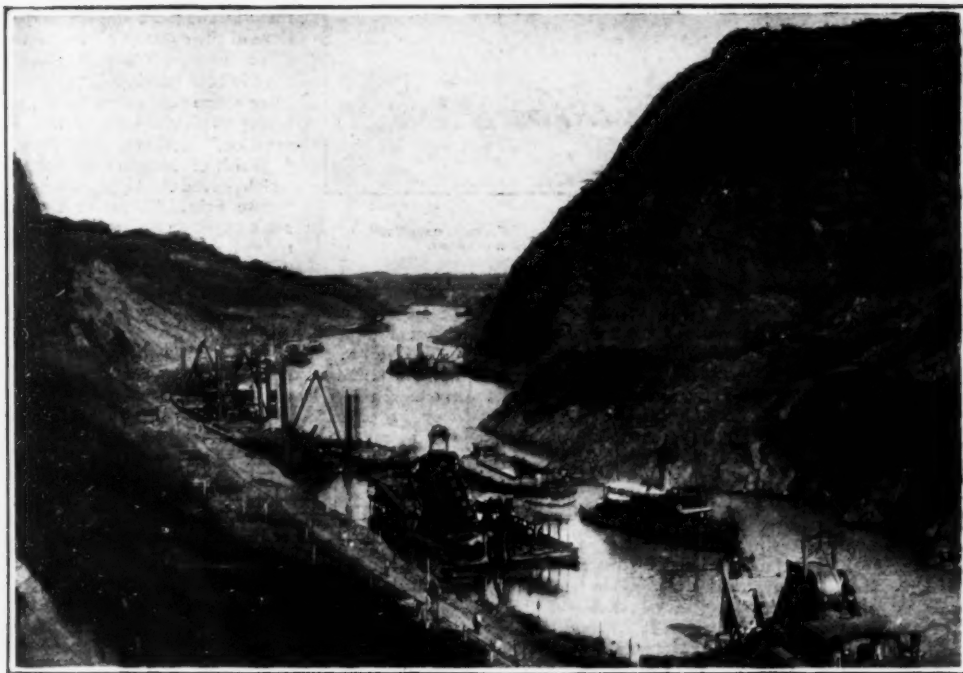
CHICAGO WOMEN FIND TIME TO REGISTER

The women of Chicago found time to register in spite of their busy lives. Miss Lucy Blair, daughter of a millionaire, is in the photo. She is a member of the Twenty-first ward, and from her experience in the political meetings, she is a terror to the men.



FORT BLISS, THE MOST

Never before has the spectacle been presented of a nation taking charge of its own people, as the United States is doing with the Mexican refugees at Ft. Bliss. The camp is purely humanitarian motives. The camp costs \$2,500 per day, and while 5,000 Mexicans are in the camp, which is enclosed by a barbed wire fence.



CONQUERING CUCARACHA SLIDE

Culebra Cut, the most troublesome point on the Panama Canal, is being reopened rapidly. Seven of the most powerful dredges in the world are working day and night on Cucaracha slide and if there is no further movement of the mountain will soon have the channel opened for large vessels. The slide affects the hillside for almost a third of a mile from the water's edge.



HUNDRED MILLION DOLLAR AQUEDUCT OPENED

Los Angeles rejoices in the water supply that comes to it through its new aqueduct. The picture was taken just as the first water came through the sluice gates. The aqueduct is 250 miles long and brings water from the mountains.

of the World's News



WHEN DOMESTIC DUTIES FIRST

register in spite of their domestic duties and social obligations. A business man, cancelled a golf engagement to register in the photograph she did not find the experience of candy are distributed to the women.



OLD LESSONS FOR THESE NEW WOMEN

The school authorities of Cincinnati do not believe that the new woman is going to abandon her domestic duties. The girls in the public schools are taught to sew and darn, and show great enthusiasm in the work. The picture was taken during a busy hour in the darning class of the Windsor school.



OST TENT CAMP IN THE WORLD

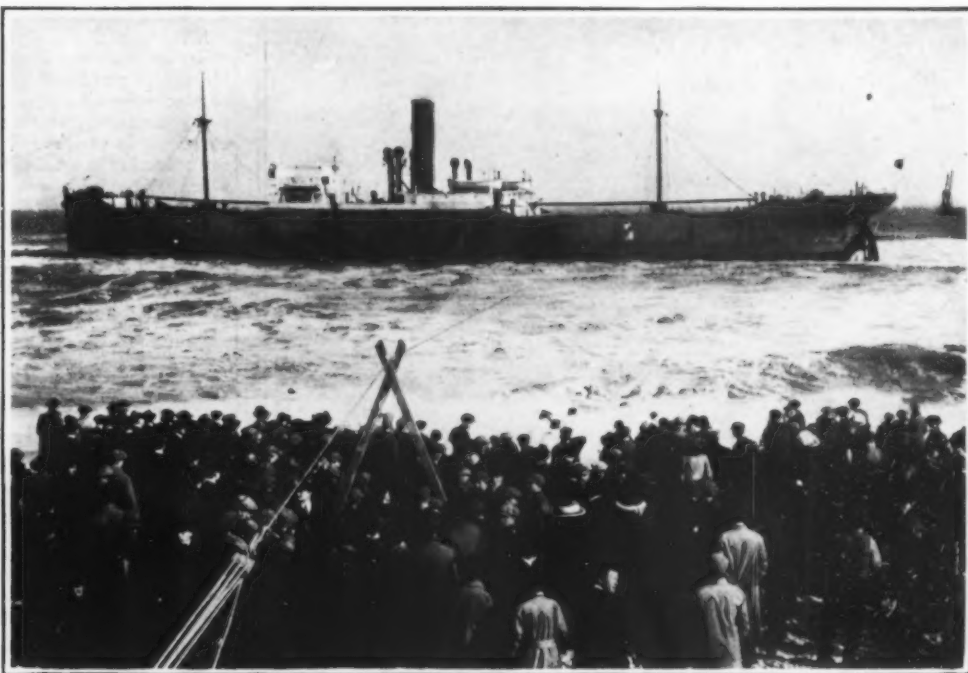
COURTESY U. S. ARMY

change of its neighbor who were driven from their homes by war, and maintained at El Paso, Tex. These homeless people are comfortably housed and well fed from the expense is being charged to Mexico, its collection is doubtful. More than 10,000. The inmates must remain there until peace is restored in Mexico.



IN THE CAPITAL OF EUROPE'S NEWBORN NATION

Prince William of Wied, who has just accepted the throne of Albania, the first nation of Europe, has selected Durazzo as his capital. It is a seaport and the Prince can escape easily if necessary. Albania was a Turkish province until it was made into an independent nation.



SAILORS SAVED FROM DEATH ON THE JERSEY COAST

The British freight steamer Queen Louise went ashore on the coast of New Jersey, February 6. Life guards rescued her crew with great difficulty. The wreck was unique in that the ship was driven in near the beach and the rescue was performed in the presence of a great crowd. In the picture a sailor is just leaving the ship in the breeches buoy.



Cold Weather and Bad Roads

A combination you will meet often during the next two months. It will test your motor to the limit. Is your motor ready for the test?

During cold weather the question of lubrication is vital. Many oils congeal, become "lumpy." You start your motor. For half an hour or so, until the oil becomes thoroughly heated, the motor gets practically no lubrication. That plays havoc with the cylinder walls.

Texaco Motor Oil shows a zero cold test. It will not congeal at that temperature. During the coldest weather it will lubricate perfectly.

When you use Texaco Motor Oil your motor delivers maximum power with minimum consumption. Tests of Texaco Motor Oil conducted during runs of 20,000 miles and more have shown an entire absence of carbon accumulation.

Texaco Motor Oil should be your oil this winter. It is for sale in 1 and 5 gallon cans at most good garages and supply shops.

For instructive and interesting booklet, "Maintaining a Motor Car," address Dept. A., 18 Battery Place, New York City

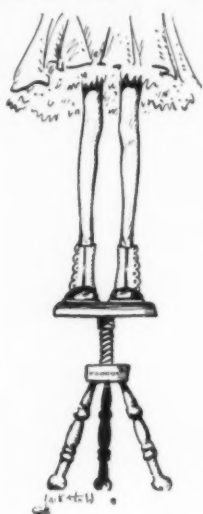


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Copr. Life Pub. Co.



What is happening here?

Nothing startling. The mouse is merely saying: "In view of the fact that the Proper Number of LIFE is coming out on Tuesday, March 3rd (price 10 cents), would it be entirely proper for me to proceed with my present plans?"

Enclosed find One Dollar (Canadian \$1.13, Foreign \$1.26). Send LIFE for three months to

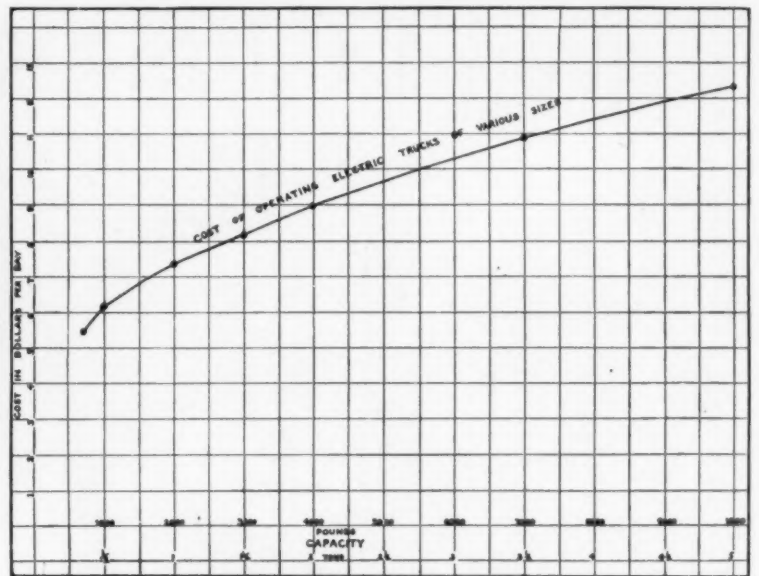
ONLY THAT IMPULSE

Life



Has never before issued a Proper Number. This will be the only one. For full particulars see the current issues of America's leading humorous paper.

Open only to new subscribers; no subscription renewed at this rate.
LIFE, 14 West 31st Street, New York
(One Year \$5.00, Canadian \$5.52, Foreign \$6.04)



WILL AN ELECTRIC MOTOR TRUCK PAY?

For example, to find the daily cost of a 2-ton truck, follow the 4,000-pound vertical line to the curve, and then read the figure directly opposite at the left.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

ELECTRIC VEHICLE COSTS

MUCH has been said about figures—that they "talk," they "never lie," and other attributes that would indicate they are effectively used as the ultimate argument in favor of or against a certain proposition. They are invariably called into service in answering the questions of the hard-headed business man who asks "How much will it save?" and the motor truck salesman who does not have the proper statistics at his tongue's end is liable to lose many a sale.

It is, therefore, not only an interesting, but a wise policy as well, that has prompted an association of electric vehicle manufacturers to compile a table of operating costs that represents average conditions. In these figures, which are graphically represented by the above curve, depreciation has been computed at ten per cent.; interest at six per cent.; fire and liability insurance at one per cent. and one hundred dollars, respectively; and driver's wages at from two dollars to three dollars per day, depending upon the size of the truck. The cost of upkeep, battery charging, repairs, and the like, has been averaged from a number of representative installations of different makes of trucks operating in different localities.

These figures, therefore, are not based on the compilations of one manufacturer, and in lending its official sanction to this authentic and specific table of average performances, the association in question has rendered a distinct service to every present and prospective truck owner.

There is, however, one point of especial interest in connection with the publication of this official table. As may be known, LESLIE'S Motor Department has kept in close touch with the requirements of hundreds of business men interested in the purchase of motor trucks. Before any advice can well be given, the inquirer is requested to state in detail the conditions under which he expects to operate his trucks, so that an intelligent recommendation may be made. Strange as it may seem, and regardless of the excellent results that may be obtained from an electric truck under the proper conditions of operation, forty-nine out of every fifty inquirers explicitly express a preference for some well-known make of gasoline truck. The inference to be drawn from these facts is that the electric truck, while well able to give a good account of itself, is not as well known to the average business man as is its gasoline cousin.

Questions of General Interest

Cleaning Motorcycle Controls

G. C. L., Mass.: "I am overhauling my motorcycle, and while giving it a thorough cleaning and oiling, I would like to know if anything should be done to the wire controls."

If the grips turn easily, it is evident that the controls are not in very bad condition. However, if you have time, it might be well to remove the grips, unscrew the wire fastenings and remove the cables, as well as their covering. It sometimes happens that rust will collect in the spiral covering of the wires which will result in an excess of friction that will make control of the machine rather difficult. This rust should be removed with emery paper. The wires should then be thoroughly oiled or greased. It is also a good idea to grease the slotted cam that operates the "push and pull" on the wire.

Simple Gasoline Test

M. O. C., Va.: "If I have no hygrometer, how can I most easily determine which of two grades of gasoline is the better?"

If you will take exactly the same amount of each kind in separate tumblers, and then subject each to the same degree of mild heat—such as placing them in warm water for example—the more volatile will evaporate first. This naturally is the gasoline of the higher test.

Storage Battery Capacity

W. A. H., Ohio: "How long will the six volt, eighty ampere storage battery on my car last, when used only for the starter?"

This depends entirely upon the current consumption of your starter, the number of times that you employ it, and the duration of each engagement. If your battery has a capacity of eighty ampere hours, at six volts an hour, it means that it will de-

liver one ampere at six volts for eighty hours, two for forty hours, or eighty for one hour. Although the current consumption of the average starter is high, the duration of the contact is short. Inasmuch as practically all electric starting systems now in use have provision for the automatic charging of the battery, you do not need to concern yourself with the capacity of the storage cell.

New Motor Governor

H. H. S., Ct.: "While I understand that the ordinary motor governor is built into the motor, is there not one that can be attached to a car, so that the speed of the machine can be regulated to suit the desires of the owner?"

A combination speedometer, with which is combined the device to which you refer, was recently exhibited at the New York Show. By means of a dial controlled by a tumbler lock, the instrument may be set to cut off the ignition at any car speed desired. Such a device is especially useful for preventing "joy riding," for there are but few chauffeurs who would care to take a pleasure trip in a car that had previously been regulated by the owner to a speed of only eight or ten miles an hour.

Another World's Record?

E. T. A., Va.: "Has the beach record made at Ormond several years ago been broken?"

It is stated that a 300-horse power motor car recently traveled at the rate of 142 miles an hour on the beach at Ostend in Belgium. This is somewhat better than the previous record, but as the course was not covered in both directions, in order to neutralize any wind assistance, it is doubtful if the record will be accepted by the International Racing Association.



Why do you coddle Corns?

Why soak them and pare them? It brings only brief relief.

Blue-jay will stop the pain instantly. It will end the corn completely, and in 48 hours. It is doing that to a million corns a month.

The chemist who invented **Blue-jay** solved the whole corn problem.

Apply it, and the corn is forgotten. It will never pain again. Gently the **Blue-jay** then loosens the corn, and in two days the corn comes out.

No pain, no soreness, no annoyance. And that corn will never need treatment again.

Old-time methods will not do this. Let no one claim they will. But **Blue-jay** does it, and has done it for sixty million corns.

Prove this to-night.

Blue-jay For Corns

15 and 25 cents—at Druggists

Bauer & Black, Chicago and New York
Makers of Physicians' Supplies

Books Worth While

DOWN AMONG MEN, by Will Levington Comfort. (Geo. H. Doran Co., New York. \$1.25 net.) A story of war, adventure and love. Sent out with an army, the hero beats all competitors in getting an epoch-making story. Later he wins a woman, through self-conquest.

THE SECRETS OF SUCCESS: FOR BOYS AND YOUNG MEN, by B. J. Kendall, M. D. (B. J. Kendall, M. D., Geneva, Ill. 50c postpaid.) A book of sound advice, treating the subject of sex hygiene, with due restraint, giving much medical advice on other subjects, and pointing out the way to success.

THE FRIENDLY ROAD, by David Grayson. (Doubleday, Page & Co., Garden City, N. Y. \$1.35 net.) A refreshing book. The author who in previous works has won a large and appreciative audience, here in a kindly way philosophizes upon his experiences and the people he meets as he walks along country roads.

THE CRESCENT MOON. Child poems by Rabindranath Tagore. (The Macmillan Co., New York. \$1.25 net.) A charming book of child verse by the Nobel Prize winner for 1913, which is translated into English from the original Bengali by the author himself. A Hindu interpretation of childhood—its conceits, fancies and questionings.

AFRAID TO EAT

Girl Starving on Poorly Selected Food

"Several years ago I was actually starving," writes a Me. girl, "yet dared not eat for fear of the consequences."

"I had suffered indigestion from overwork, irregular meals and improper food, until at last my stomach became so weak I could eat scarcely any food without great distress."

"Many kinds of food were tried, all with the same discouraging effects. I steadily lost health and strength until I was but a wreck of my former self."

"Having heard of Grape-Nuts and its great merits, I purchased a package, but with little hope that it would help me—I was so discouraged."

"I found it not only appetizing but that I could eat it as I liked and that it satisfied the craving for food without causing distress, and if I may use the expression, 'it filled the bill.'"

"For months Grape-Nuts was my principal article of diet. I felt from the very first that I had found the right way to health and happiness, and my anticipations were fully realized."

"With its continued use I regained my usual health and strength. Today I am well and can eat anything I like, yet Grape-Nuts food forms a part of my bill of fare."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

In the World of Womankind

By KATE UPSON CLARK

EDITOR'S NOTE—This department will be devoted to the use and the profit, and especially to the pleasure of all womankind and particularly of girls,—all kinds of girls, rich and poor, plain and pretty, gay and grave, wise and otherwise,—and they are invited to read it, contribute to it and comment upon it, approving or disapproving as they see fit. Their letters will always be carefully read and considered. They can reach Mrs. Clark quickly by addressing her care of Women's Department, Leslie's Weekly, 225 Fifth Avenue, New York City. Correspondents are requested to give their names and addresses, not for publication, but as a token of good faith.

Are We a Nation **EVERY** little while, somebody sends forth a sensational cry upon the prevalence of the drug-habit, and the evils of patent medicines. We all wake up and expostulate a little, and perhaps a few legislatures make a law or two designed to stop them. Then something else comes up to absorb public attention and "Leviathan," as Miss Jeannette Marks calls the drug-habit, has a chance to browse and grow fat again.

Miss Marks, whose work on "Leviathan" is vouched for by the highest authorities, makes alarming assertions regarding the universality of the drug-habit. Four men to one woman is said to be the proportion in which the people have it; and doctors and professional men are the worst offenders, while alcoholism attacks chiefly the lower classes. These facts should stir us to the strongest efforts to eradicate this awful poison, for it threatens the very foundations of our civilization.

The great cities of New York state are said to be the strongholds of the morphine fiend. In one of them at least certain doctors, for from twenty-five to fifty cents, will give a "D. P." (dope prescription) for morphine or cocaine to almost anybody, even small boys, though there are laws prohibiting the sale of both. About twenty per cent. of our adult population are said to be victims of the drug-habit, a terrible proportion.

Miss Marks, whose book shows a wonderful mastery of the subject, suggests these measures for the control of this insidious evil:

1st, strict laws allowing no habit-forming drugs to be sold, except on a physician's prescription; 2nd, a law that no prescription shall be re-filled except on a doctor's order; 3rd, education of the public, through schools and churches; 4th, federal institutions for drug-addicts as well as alcoholics; 5th, a law making illegal sale of drugs a state's prison offense; 6th, the extension and strict enforcement of the present laws regarding labels; 7th, the prohibition by federal laws of the sale of patent medicines containing habit-forming drugs; 8th, the annulling of the licenses of all doctors known to be addicts, and the periodical examination of all medical men and pharmacists regarding their freedom from the habit.

One of the interesting things about Miss Marks' book, is that she cures her hero, and shows just how it is done. She expects the influence of good women to be the determining factor in the elimination from our land of this degrading curse.

Better Sunday School Teachers

A girl was stepping out of the President's office, just as a visitor was coming in. It was at one of our best colleges for women. "What a lovely girl!" exclaimed the visitor, as the girl disappeared down the hall. "And she looks as though she might have ideas and character."

"She has those and more," responded the President. "She has the spirit of self-sacrifice. She wants to give herself to useful service. She has just been consulting me in regard to studying theology."

"Going to preach!"

"No,—though she would do it better than most young men. She feels as though the ordinary Sunday school teacher was a poorly fitted worker. She wants to become a first-class Sunday school teacher."

"Emily" **THE** recent article in this column, founded upon an allegation by Miss Repplier that the present age is falling into sickly sentimentalism and destroying "nerve," has roused a correspondent in Vancouver to stand up for that "Emily," who would not blame a girl whose poverty forced her into vice. My correspondent says:

"You make a great mistake if you think that poor pay and consequent lack of proper food, amusement and clothing are going to develop 'nerve.' That sort of thing is just as likely to develop lack of nerve, shyness, backwardness and so on. No girl can keep herself decently in food, clothes, shelter and a proper amount of recreation on \$8 per week, let alone, keep a mother. Many girls keep sweet and clean on less, but their lives are the barest existence."

"I am speaking from experience. I started to earn my living teaching school at \$25 per week, and gave my mother \$20 of it. After teaching two years I had scarlet fever

(Continued on page 208.)

Housewives who know Karo & Kingsfords Corn Starch want our new Cook Book



Send your name on a post card

Here is a Cook Book worth while. So full of original and helpful suggestions that it will be welcome in every home. Beautifully illustrated color-pages show new desserts and dainty dishes and how they should be made and served. A book to be prized by every woman who must meet the daily problem of giving variety to the home table—who wants new and appetizing recipes, at the same time considering economy and nutritive values. The collection of successful recipes for home candy-making is remarkable—directions so simple that the young folks can follow them with results that will delight all the family. Every recipe in the book is practical—tried and proved—and has the authority of well-known cooking experts.

Send your name today before the edition is exhausted and you will receive a copy free by return mail.

Karo is the favorite syrup in millions of American homes. It is the great spread for bread: delicious on griddle cakes, waffles and hot biscuit. It makes fine candy—taffy, fudge, fondant creams and chocolates. There are two kinds of Karo—Karo (Crystal White) red label: clear as strained honey; very delicate flavor—Karo, blue label: full rich flavor.

Ask your grocer for Karo today—and write for the **Corn Products Cook Book**. Address

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In answering advertisements please mention "Leslie's Weekly"



The Howard Watch

IN higher railroad circles there is a very natural ambition to carry a watch that is not merely Railroad Standard, but a standard for railroad watches.

It is well known that Railroad Officials and the higher grades of Trainmen show a marked preference for the HOWARD Watch.

But there is also among the rank and file a surprising number who have the wholesome ambition to own a HOWARD, and who make it a point to get one, even at the cost of some self-sacrifice.

In America, as nowhere else, the typical railroad president, corporation executive, head of an industry or a business house, is the man who has made his way up from the ranks.

And it is often the man in the ranks, impelled by his self-respect, his professional spirit, and his ambition for the better things of his calling, who saves to get a HOWARD.

A HOWARD Watch is always worth what you pay for it.

The price of each watch is fixed at the factory and a printed ticket attached—from the 17-jewel (double roller) in a Crescent Extra or Boss Extra gold-filled case at \$40, to the 23-jewel in 18K gold case at \$170—and the EDWARD HOWARD model at \$350.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know. Admiral Sigbee has written a little book, "The Log of the HOWARD Watch," giving the record of his own HOWARD in the U. S. Navy. You'll enjoy it. Drop us a post card, Dept. U, and we'll send you a copy.

E. HOWARD WATCH WORKS
BOSTON, MASS.

The Best Business Card

for your use and for any man's use who desires the distinction of attention to little things is the Peerless Patent Book Form Card. It will get close and careful scrutiny, and that means in audience with most favorable attitude of mind from your prospect.

Peerless Patent Book Form Cards not only save fifty per cent of your cards, but they are always together and get-at-able when you want to hand one out. They are always clean, perfectly flat and every edge is smooth and perfect. Send for a sample and detach the cards one by one and see for yourself. Send today.

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New York City Kewanee, Ill. Chicago

Stop Forgetting!

Good memory is absolutely essential to success, for memory is power. Be successful — Stop Forgetting!
The Dickson Method of Memory Training makes you "Forget Proof," develops will, self-confidence, quick thought, ready speech. Write for free book "How to Remember"—faces, names, studies, also how to secure FREE my \$2 DeLuxe book, "How to Speak in Public."
Dickson Memory School 509 Auditorium Bldg. Chicago

FOR SALE EVERYWHERE



THE ORIGINAL

In the World of Womankind

(Continued from page 207)

and ever since have been too nervous to teach. I have worked at all sorts of things. I was a clerk in a department-store at \$5 per week. I washed, made and mended my own clothes, cooked my own meals, cleaned my room, and lay awake nights wondering what I should do when my clothes gave out. I couldn't buy one thing outside of bare necessities. I wasn't happy on \$5 per week, but I managed to stay decent.

"A girl I knew in Chicago was the sole support of a consumptive mother. Her salary barely covered expenses, though she stunted herself. The doctor said the only hope for her mother was Texas. She went there and took her mother, thinking she could soon get a position. The best she could get paid only \$7 per week. Her mother had to have wine, fruit, jellies, etc. The girl was distracted and at last she gave up to the terrible temptation. But her mother never knew. Her sacrifice did not save her mother's life, but prolonged it considerably. It seems to me the girl will reach heaven sooner than some who have found it easier to remain virtuous.

"I have never had sufficient provocation to leave the straight way. At present, I am earning \$15 per week, and having a hard time to make ends meet, with both father and mother depending on me for food. People who have never done wrong simply because they have never been tried draw their skirts aside from those who have suffered and fallen. They might have fallen lower still in the same circumstances."

Still, it seems to me that, since a mother would be shocked to death at the idea that her daughter was selling her virtue, the latter should not have done it. Surely discomfort and death are better than crime.

Inquiry and Comment

THOSE IDLE YEARS

Dear Mrs. Clark, Please impress it upon girls that during the time between their graduation from school and their marriage, they should be improving their time. Many and many a young wife, confronted with the responsibilities of wifehood and motherhood, regrets bitterly the hours she has frittered away in silly little nothings, when she might have been doing real things which would count in her life-work. This does not, of course, apply to the girls who must support themselves, but there is a large class that are not obliged to earn their living. Let them enjoy themselves by all means, but let them fill some of their idle hours with the study of kindergarten methods; cookery; all branches of housekeeping, especially the division of expenses; sanitation; food values; and other subjects, which are sure to come up in their lives, whether they marry or not. If they let these years go to waste in the pursuit of pleasure alone, they will sigh bitterly in after years for the lost golden opportunities to fit themselves for the hard work of life. Maude Westcott, Charleston, S. C.

HOW IT IS DONE

Dear Mrs. Clark, Every little while I see a singer or actress or conspicuous society woman wearing a gown without sleeves or shoulder-straps. How are such gowns kept in place? K., New York City.

Usually by means of strips of adhesive plaster, sewed on the gown at convenient points.

Startling Late Events

From the Parkersburg (W. Va.) Journal

GEE! how recent these things sound and yet they must have been as far back as the day that was the day before the day before yesterday, which is a long time ago in these times of daily papers that have things from all the world hot from the wire on the same afternoon they happen. On the next to the last page of the current issue of LESLIE'S WEEKLY we learn that W. M. Thackeray was found dead in his bed and the last report about him previous to this was that he was about to wed Miss Braddon; that Wilkie Collins has so much recovered from his recent illness that he is able to put the finishing touches to his new serial story; that Charles Dickens will commence his new novel in numbers in May; that the annual renting of the pews in Henry Ward Beecher's church took place January fourth; that Anthony Trollope has announced a new serial. Aren't those names with which to conjure too! Stay, we find the page is a reprint of one of January, 1864. Well, we don't care, it seems but a brief space since these were live events in the throbbing arteries of the world!

Three Great Thinkers

From the Nashville (Tenn.) Banner

"LET the thinking people rule," advises LESLIE'S WEEKLY. "Are there enough of them?" inquires the Richmond Virginian. Well, there are three, but they are inaccessible. Col. Harvey is busy with his magazine, Col. Roosevelt is in South America and Col. Watterson is in France.

The Guilty One

John—So that's your new tie, eh? Why on earth did you select such a loud pattern?

Joe—I didn't select it. My brother did, and he's slightly deaf.—Judge.

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Millions to Save Life and Limb

(Continued from page 202)

The Interstate Commerce Commission has compiled accurate statistics of the deaths and injuries from accidents on railroads, and here they are for 1912—the latest complete figures for all the railroads of the United States:

Passengers killed, 318; passengers injured, 16,386; employees killed, 3,635; employees injured, 142,442; all others killed (mostly trespassers) 6,332; all others injured, 10,710. Total killed, 10,585; total injured, 169,583.

The New York Central Lines have a separate department for safety work in charge of Marcus A. Dow. It was organized in May, 1912. It maintains a safety exhibition car, which travels over the lines and which all employees are required to visit. In it they get graphic ideas of safety. Safety committees are organized among the men, and the membership is changed every six months. Last year more than 1,200 employees exclusive of those having titles, served on 72 committees. These committees reported over 11,000 recommendations, 9,500 of which were adopted. Standard specifications for safeguarding machinery are enforced in every shop controlled by the lines.

The campaign of education on safety is not confined to workmen. Entertainments are arranged in the larger cities along the lines and special trains bring employees and their families to learn safety ideas. Literature is distributed to the public through schools and other convenient methods. Especial efforts are made to educate the public to the dangers of trespassing, and many arrests of trespassers are made.

The work of the safety bureau is already apparent. For the year ending June 30, 1913, the number of employees killed was 72 less than for the year ending June 30, 1911; and this despite the fact that the locomotive mileage was increased 4,000,000 miles in the year ending June 30, 1913. The number of minor casualties remained about the same, but under the safety campaign many small accidents are reported, which formerly were overlooked.

In two years the New York Central Lines have provided the most approved safety guards for every piece of dangerous machinery in the shops of the lines. The cost of this has not been separated from other shop expenses, but the amount has been large.

The Pennsylvania Railroad reports \$99,753 expended for safety devices in its shops, and a decrease in serious accidents from 5.4 per 1,000 employees in 1911 to 3.2 in

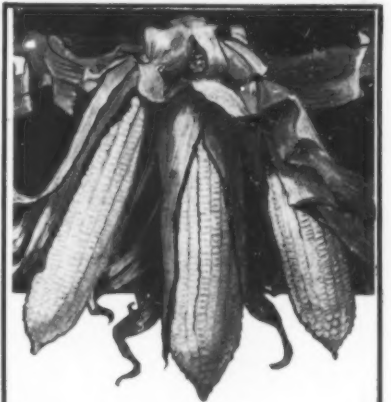
1912. The Pennsylvania Railroad has been particularly active in reducing the deaths of trespassers. The cost of its police department, which is largely devoted to the trespass problem, is about \$800,000 a year. The number of trespassers killed has been reduced from 572 in 1907 to 303 in 1913.

Just now the American Railway Safety Society is being organized. Its membership will be made up of the various safety experts of the railroads, and its functions will be to act as a clearing house for safety ideas. Over 60 railroads have taken an active interest in safety work, and about 40 of these are represented in membership of the society.

It is impossible to mention in a brief article all the companies that are doing effective work for the protection of their employees, but some of the leaders are Jones & Laughlin, the General Electrical Company, the Lackawanna Steel Company, the United States Harvester Company, the Cleveland Cliff Mining Company, the Westinghouse enterprises, the Chicago & Northwestern Railway, the Baltimore & Ohio Railroad, the Santa Fe Lines and the Erie Railroad.

The big corporations started the movement. They must be given the credit of having anticipated the legislation on the part of various states that will make accident prevention of a high degree necessary to the employer of labor, great or small. Perhaps they saw the handwriting on the wall, but when they did take up the work they pushed it with characteristic vigor and efficiency. The big employers of the United States have traveled as far in six years as Germany, the leader in safety work, has in twenty-five. The big thing that remains to be done is to bring the small employers into line, and it is gratifying to know that they are rapidly awakening to their duty.

The one big fact that sticks out above everything else is that accident prevention pays. It pays in immediate returns, and it pays still more in the secondary saving of human life. It costs an employer money to train the green hand that must take the place of the skilled workman who is killed or disabled. It increases his operating expenses to have his workmen demoralized by frequent accidents. And last, but not least, it is going to be more and more expensive for employers to have accidents, because the rights of injured workmen are being better protected by legislation. The "Safety First" movement is of economic as well as humanitarian importance.



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Separate the most nutritious part of the kernels of choicest white corn—

If you could cook this carefully selected part just as we cook it—

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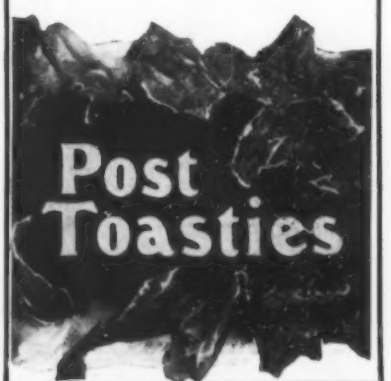
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Problems of the Bread Winner

(Continued from page 200)

was placed in authority in Kanawha County during the coal miners' strike in 1912, a decision which upheld the action of the military authorities in disregarding the right of habeas corpus. This decision, declared Judge Cullen, placed the life and liberty of every man within the State at the mercy of the Governor.

The practical effect of declaring martial law and deporting the ten labor leaders of South Africa will be just the opposite from the result desired. Premier Botha has solidified their followers as he could not have done in any other way, and aroused the labor element throughout Great Britain. The Premier of South Africa has made vastly more difficult, the final settlement of labor disputes in South Africa.

Keeping Together

THE whole philosophy of organized labor is the power and efficiency which comes through union. Is it wise, then, for labor to permit differences of opinion to develop into family quarrels which threaten to divide the household? At the recent convention of the United Mine Workers of America the American Federation of Labor was bitterly attacked as being reactionary and fossilized. Industrial unionism is the rock upon which they split. The American Federation of Labor stands for crafts unionism while the United Mine Workers demand industrial unionism as the only hope of the labor movement in this country. But did it help the labor movement as a whole to have delegates at the Mine Workers Convention hurl such epithets as "worm eaten" and "rotten to the core" at the American Federation of Labor? This sounds very much like the language of Dr. Charles W. Eliot, President Emeritus of Harvard, arch-critic of organized labor, who longs to see the end of the unions. "I long for the day," says Dr. Eliot, "when American industries are to be freed from this rotten condition for the men employed

in them." When the United Mine Workers and the American Federation of Labor quarrel they are hastening the day of destruction for which Dr. Eliot longs.

But the philosophy of trade unionism is just as pertinent to-day as when the unions were created. Everyone knows that most of the reforms in the condition of labor have come about through the activities of the unions, and that these improved conditions are now enjoyed by unorganized as well as organized labor. In the industrial world, especially in all big enterprises, the labor union is in a far better position than the individual employee to bargain with employers. Why lose this power through family quarrels? In the larger interest of labor in all industries the United Mine Workers and the American Federation should learn to work in harmony.

Have I Failed?

I have worked and I have won
Certain pleasing victories;
If the things that I have done
Be not heard of overseas,
Or their merits be denied
Or unnoticed by the crowd,
Still, to me they have supplied
Moments when my heart was proud.

I have loved and I have heard
Her who seemed angelic say
Tenderly the golden word
That swept all my doubts away;
Though the world may never look
For such worth as I have had
Or perceive my little nook
I have filled it and been glad.

I have seen her child and mine
Sleeping in her proud embrace;
If my gifts be not divine
Nor my place a lofty place,
I have worked and hoped and won
All the love a man may claim:
Have I failed if I have done
Naught to bring me wealth or fame?

S. E. KISER

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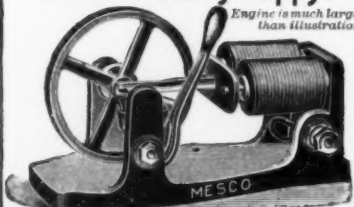
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The Old Fan Says:

By ED A. GOEWEY. Illustrated by "ZIM"



A SKI JUMPER LEAVING THE TAKE-OFF
Making a 150-foot jump at the tenth annual tournament of the National Ski Association of America held recently at Ashland, Wis.

"YOU and I and a lot more rooters who are interested particularly in seeing all forms of sport kept clean," began the Old Fan, as the regulars at the corner tobacco shop pulled up their chairs for an evening's gossip, "have endorsed with enthusiasm every movement which indicated that the fair sex was showing an increased interest in the various forms of athletics. We appreciated how helpful they could be in this particular line of endeavor; and their continued enthusiasm and interest have accomplished even greater results than we anticipated.

"But recently the women interested in sports came to the fore in a brand-new light, and, as in the past, they played a bang-up game and the final scores showed that their fielding averages were pretty close to 1.000. The women to whom I refer are the wives of the major league ball players; and these boys have confessed, and the officials of the Federal League have admitted, that the failure of that organization to sign the men they desired from the National and American leagues was due to the coaching and the advice of the members of this clear-headed and far-seeing sisterhood. When the Feds first began offering almost unheard-of salaries and particularly fancy bonuses to such players as would forsake the established outfits and join their fortunes with the new-comer, dozens and dozens of the stars listened to the songs of the tempters and many of them began to nibble at the bait. It was then that the several Mrs. Ballplayers began to take



The newest exercise for ball players.

a real interest in the matter, and after they had studied the promises and digested the sensational plans, they arrayed themselves with determination against the whole proposition. With their husbands they went over the situation from the days of the complete and disastrous failure of the Brotherhood, and little by little they persuaded the boys that a good meal on the table was worth much more than an invitation to a banquet next summer, and that sticking to the old and experienced baseball pilots would be a far better display of business sense than trying to keep afloat on a raft of promises about to embark upon a sea of trouble. And so about ninety-nine per cent. of the men approached refused to sign contracts with the new league, and their wives now may rest easy in the assurance that when the pay days of 1914 roll round there will be the usual amount of negotiable coin in their husband's envelopes. The man with a new scheme nowadays mustn't overlook the fact that the women are going to analyze

it thoroughly before it is given a vote of approval by the men.

Touring Players Nearing Home

"Barring particularly unfavorable weather or accident, just about one more week will see the world-touring Giants and White Sox, headed by Manager McGraw and Owner Comiskey, back on their native soil once again, after having introduced the great American game of baseball to almost every quarter of the globe, civilized and uncivilized. The trip has been a wonderful success and our National pastime has received the greatest boost abroad in its history. Gov. John K. Tener, president of the National League, and Ban Johnson, President of the American organization, have decided that the boys shall be accorded a royal welcome and they have selected the following committee to accompany them when they go down the bay to meet the Lusitania, bearing the tourists, on March 6: Harry

Hempstead, of the Giants; William F. Baker, of the Quakers; John Heydler, Secretary of the National; Frank Farrell, of the Yankees; Ben Shibe, of the Athletics and Joseph J. Lannin, of the Red Sox. When the vessel reaches her pier, the real fireworks will take place, for several hundred rooters from Chicago and thousands of the New York fans, accompanied by a military band, are to be on hand, and it is a sure thing that the demonstration will be sufficiently noisy and enthusiastic to convince the travelers that their admirers are mighty glad to see them home again. After a day or two in the metropolis, the tourists will be rushed to the training camps, where their team mates already are at work preparing themselves for the 1914 campaign.

Where the Teams Will Train

"And speaking of the training camps reminds me that I have been asked repeatedly by many fans just where the various teams will be located for the conditioning season. For their benefit I will give the official list of this spring's camps, that they may know the proper places from which to expect news concerning the clubs in which they are particularly interested: American League—Athletics, Jacksonville, Fla.; Senators, Charlottesville, Va.; Naps, Athens, Ga.; Red Sox, Hot Springs, Ark.; White Sox, Paso Robles, Cal.; Tigers, Gulfport, Miss.; Yankees, Houston, Texas, and Browns, St. Petersburg, Fla. National League—Giants, Marlin, Texas; Quakers,

(Continued on page 211.)

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The Old Fan Says:

(Continued from page 210)

Wilmington, N. C.; Cubs, Tampa, Fla.; Pirates, Hot Springs, Ark.; Braves, Macon, Ga.; Dodgers, Augusta, Ga.; Reds, Mobile, Ala., and Cardinals, St. Augustine, Fla.

Holmer Greatest Distance Runner

"Hans Holmer, of New York City, recently won the Powderhall Marathon race in Scotland, by twenty yards after a stiff contest. The race was over the short course about fifteen miles, and his time was 1 h. 22 m. 12 s. G. A. Dinning, of London, was second and Willie Kolehmainen, of Finland, a close third. This was Holmer's third appearance in the Powderhall Marathon. The first, which was over the full course, was won by him in 1911 with a new world's record of 2 h., 32 m., 21 s. Last year he participated again and was second by ten yards to Kolehmainen, who won in a few seconds more than the record. Holmer's performance in 1911 caused him to be hailed as the greatest distance runner in the world, and on several occasions since that time he has won important events, including the Paris Marathon, which he captured in September, 1912. His most recent appearance on this side was in 1913, when he ran fourth in the fifteen-mile race at Celtic Park, New York. He went abroad later and on July second of that year defeated Dinning in a ten-mile race for the championship of England.

Recruits Cause Much Worry

"The question which is giving the major league club owners and managers the greatest concern at this time is—what material will be developed during the spring practice season now at hand? Last year was very far from being a productive one from the managers' standpoint, and very few of the men who were not weeded out in the spring and were permitted to take their places with the regular teams, made good to an unusual degree. And because of the scarcity of coming stars brought to the front in 1913, the officials are more anxious than ever to uncover promising material this year. In fact, they must get youngsters who can be trained to take the places of several dozen stars who are getting along in years and whose best baseball days are things of the past. Clubs in both major leagues have snapped up every man showing even a glimmer of promise, and each training camp this season will start with a small army of ball tossers. Last year it was estimated that fully 150 recruits were tried out and less than a score did well enough to stick with the big procession until fall. This year the candidates for places with the big outfits will number around 300, and it will be some job to look them all over and select those with real talent. Considerable preference, however, will be shown to the 'bushers' who reported last fall, and in the brief tryouts received then, showed a skill at handling the sphere and the willow above the display of the average newcomer.



They'll will make another try for the "rag"

McLean Sets Matters Right

"I was glad to note that Larry McLean, the Giants' hard hitting catcher, took occasion the other day to deny the silly rumor so widely published to the effect that he did not receive a full share of the world's series money, but had been presented with a \$500 purse as a gift from the players who had been on the New York club roster all season. To quote the towering backstop is the best way to throw the true light on the situation. 'That stuff is all bunk,' said Larry, 'and I want to put McGraw and club officials and the players right. I received every cent of my full share of the split for the world's series the same as the rest of the team did. My treatment on the Giants was fair in every particular and I want to do my full share next season toward helping them win another pennant.' Incidentally there will be no cause in the future for complaints along this line,

for the National Baseball Commission has decided that hereafter all players eligible to participate in post-season contests under the control of the commission, whether world's or other series, will receive equal shares of the money awarded their teams. This action was taken by the commission when complaint was filed by three Cub twirlers, Jim Vaughn, Earl Moore and Ed-



The Anxious Trio

die Stack, who, at the conclusion of the White Sox-Cubs series, received but half a share each because they had not been with their team a full season.

"Home Run" Baker Will Not Quit

"There is no truth in the story recently given wide circulation to the effect that 'Home Run' Baker is to retire from baseball to engage in business. Baker is a real idol of the fans and he knows it and it is unlikely that he could earn as much in some side line as by sticking to the Athletics' infield. Connie Mack has stated that the same men who covered the bases during the past season will occupy these posts in 1914 and you can be sure the great leader of the world's champions knows what he is talking about. Incidentally, before Baker left Philadelphia to play with the White Sox during the world's tour, an ardent fan presented him with a bat made from a piece of wood from the wreckage of Commodore Perry's flagship, *Niagara*, which played a prominent part in the destruction of the British fleet during the battle of Lake Erie.

The Game's Best Umpire

"I want to say a few good words for Bill Klem, the star indicator holder of the National League, who is now with the New York and Chicago globe trotters, calling balls and strikes. The Athletics have the greatest admiration for Klem, who was behind the bat in the first world's series game when Bender pitched, and in the last game, when Plank did the twirling. According to the two Mack slab artists, this umpire did not make a single mistake in calling balls and strikes. When such an admission is made without solicitation by ball players, and such real high class performers in the bargain, it can be said that the work of the indicator holder must have been well-nigh perfection. Klem is said to be the highest salaried umpire in the country, with a yearly income of \$4,000. In addition he always is selected as one of the arbiters for the big series. His fee for the five games in the last world's series was \$1,000, and as an extra compensation the National League decided to send him around the world with the Giants and the White Sox and pay all expenses. So you see there really is use and rewards for good umpires, the same as for good Indians.

Cuban Baseball Players

"Considering the short time that baseball has been a popular and recognized sport in Cuba, the native players there are displaying a considerable knowledge of the game and the business principles governing it. Efforts to persuade many of the stars of the Cuban teams to sign with the "outlaw organizations" in the United States have met with practically nothing but refusals and it is doubtful if the coming season will see half a dozen of these players in the ranks of the Federals. It is the ambition of every ball player in Cuba to so distinguish himself that he will be signed to play in the north, but they are wise enough to desire to play in organized ranks and not take chances of performing briefly with outfits fighting the National and American Leagues and thus 'queering' themselves with the regulars should the 'outlaws' fail to make good. Cuban players will be seen with the Giants, Superbas, Braves and Reds during the 1914 season."



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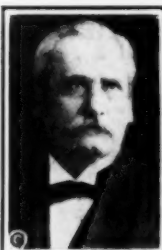
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Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

CONGRESSMEN sometimes are very busy. But even a Congressman should not be too busy to answer a decent letter. And no man or woman should be so busy that he or she should find it impossible to correct an error when pointed out.

Representative Neely of Kansas, whom I do not know, but whom I am advised is a man of good instincts and just purposes, made a speech on the floor of the House last June, in which he assailed the New York Stock Exchange. He made a number of accusations against it. Mr. William C. Van Antwerp, of the Exchange, thereupon wrote Mr. Neely pointing out serious errors in the latter's statements, and appealing to him, as a representative from a State conspicuous for its love of fair play, to make the corrections in subsequent remarks, so that they could be inserted in the Congressional Record to offset misapprehensions.

Mr. Van Antwerp wrote two letters to Mr. Neely, registering them both, and, though they were written fifteen days apart, both were ignored by the Congressman. Perhaps there is an explanation. If there is, in all fairness to Mr. Neely it should be printed.

A number of my readers have advised me that they have written to their members of Congress to protest against trust-busting and railroad-smashing legislation. I wonder if any of these have failed to receive a reply? Usually when a Congressman hears from a constituent, and especially one who has the voting privilege, he hastens to answer. Nearly every member of Congress will be a candidate for re-election this fall, and this is a year therefore when the voice of the constituent will have special weight.

Several hundred readers of this department have sent in their coupons, postal cards or letters enrolling themselves as members of my Voluntary Co-operative Association for the protection of the interests of security holders. These members now have a signal opportunity to help themselves and the country generally by writing to "Hon. Robt. L. Owen, Senator from Oklahoma, Washington, D. C." a protest against the Owen Bill that proposes to "regulate" the Stock Exchange out of existence.

Perhaps Mr. Owen, like Mr. Neely, has a misconception of the status of the New York Stock Exchange. The fact that prominent Democratic newspapers have joined with many Republican papers in opposing the Owen Bill as dangerous and destructive of a free market for securities should have weight with him. I hope it will. But if the readers of this department will drop a line to Senator Owen, protesting against legislation that will cripple the Stock Exchange and if they will also drop a line to their particular Representative in the lower House of Congress with a similar protest against the Owen Bill, the situation will change.

One of the labor leaders tells me that whenever the labor unions are anxious to secure the passage of a bill they have a system by which prominent members of the Unions all over the country write to their respective members of Congress and demand the passage of the bill. As a result he says labor legislation is not difficult to secure. Let my readers follow this effective example and note the results.

Those who have not joined my Protective Association should hasten to do so. I am preparing a certificate of membership to send to every member and from time to time I shall advise them regarding legislation that is inimical to their interests. I believe this Association can be made a very powerful instrument for good and on a most unselfish basis.

The condition of the stock market reflects the customary rising tendencies of the opening month of the year, followed as they usually are by generous profit-taking and lower prices in February. The wisest investors and speculators are those who have the longest range of vision. Some of the ablest financiers in the world are beginning to figure out the effect of the new banking reform law. Of course, much depends upon the standing, ability and experience of the Federal Reserve Board to be named by the President.

Aside from this, eminent authorities think they foresee a period of decided inflation in this country, under the operation of the new law, and very heavy exports of gold to countries whose supply of the precious metal is much smaller than ours. Inflation always means higher prices and if it goes far enough it may sweep the Stock Exchange into one of its old-fashioned booms, followed by the customary crash, when everybody is loaded up with "the cats and dogs" that always become the favorites toward the end of a boom period.

Holders of good securities are in a safe position at present. Speculators are inclined to take a venture in some of the low-priced non-dividend payers, outside the

(Continued on page 213.)

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Jasper's Hints to Money-Makers

(Continued from page 212)

assessment zone, in the hope of making a handsome profit, if, with an inflated currency, we have an inflated stock market also.

To the investor my best advice is to put his money in state and municipal securities that are exempt from the income tax. These, in the natural course of events should all sell higher.

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Hamlin, Crescent City, Fla.: The Cuban 5 per cent's are well regarded. Atchison Pfd. is a better permanent investment than the Common.

C., Haines, Alaska: I do not advise you to put your money in the Boulder Tungsten Production Co. if you are looking for an investment. Keep your \$10.

W., Batavia, N. Y.: "Principles of Bond Investment," by Lawrence Chamberlain, is published by Henry Holt & Co., 32 W. 33rd St., New York, and the price \$5. I think well of it.

W., New York: Riker-Hegeman stock is not a "secure investment," but it has attractive possibilities as a speculation. The business is profitable and expanding and is in good hands.

T., Palmer, N. Y.: Building loan associations, if carefully and faithfully administered, offer good opportunities to small savers to invest their funds. Some of these associations have not been wisely directed.

W., Pittsburg: The stock of the new Pierce Oil corporation has had a large advance. The company has extensive properties with good earning power. I think better of Standard Oil of New Jersey at present prices.

J. M., Reading, Pa.: The stock of the Commercial Fire Insurance Co. of Washington, D. C., is not as attractive from the investment standpoint as the higher class listed securities for which a ready market can always be found.

R., Morristown, N. J.: 1. Leave the Rock Island securities alone. 2. Goldfield Con. is purely a speculation, but is probably as good a mining proposition of its character as you can get at the price. 3. Write to any broker who advertises to sell on the part payment plan.

H., New York: The drop in Int. Mer. Pfd. is no doubt due to the decision of the court in the Titanic disaster matter which was adverse to the company. The low price at which the bonds sell justifies the belief that the capitalization should be reduced. It might be better to hold for the present.

J. M. W., New York: Manhattan Elevated stock has been favorably regarded because it has been believed that if the guarantee fell through, the property would be as valuable to the stockholders as it is now. Consolidated Gas unquestionably has merit, and of the two, I prefer the latter at present.

D., Port Jervis, N. Y.: The par value of Ohio Oil is \$25, but it is said that the book value is over \$100. For the present it might pay to keep it, but if you have a good profit and wish to change for some other oil stock, I suggest Standard Oil of New Jersey, which seems to be entitled to a greater advance.

S., Jefferson City, Mo.: The declining net earnings of Missouri Pacific tell their own story of the hardships that rate regulations are inflicting on some of our best railways. Missouri Pacific is a good property and has an excellent management and if the rate increase is granted will be decidedly benefited.

H. H. H.: Western Maryland and Good-year are a fair speculation. There is little doubt that if the Interstate Commerce Commission should grant the railroads an increase in rates and if the President should appoint a satisfactory federal reserve board, the market would move upward. Disappointment in these matters would give it a setback.

P., Long Island City, N. Y.: 1. Rumely Pfd., with the settlement of its financial difficulties and sufficient working capital, ought to give good results. 2. I think well of American Ice Securities and of the possibilities of Union Bag & Paper Pfd. 3. The leading stock exchange houses whose cards are accepted by prominent magazines all enjoy a good reputation.

E., Lorain, O.: Pipe line stocks are not as much in favor as stocks of companies that do a general business in producing, refining and selling. When the Standard Oil Co. was dissolved, I predicted active trading in the subsidiary shares. It looks as if this might go still farther, to the ad-

vantage of the shareholders, in view of the profitable nature of the business and the efficiency and integrity which everybody concedes to the Standard Oil management.

Copper Stocks, Atlanta, Ga.: Improved industrial conditions, especially in the railway field, would strengthen the copper market and all the leading copper stocks. Amalgamated and Anaconda are probably the safest. These have not had such a rise as some of the others—Allouez, for instance, which sold at one time at about \$2 a share. Chino has also more than doubled in price within a short period and Miami is selling for five times its price four or five years ago.

H. B., Chicago: The plan of the British Columbia Copper Co. is to increase its ore reserves, which seems to be very necessary because of the rapid depletion of its low-grade ore bodies and the necessity of maintaining a supply for rapid consumption. As the plan appears to be underwritten, it looks as if it had the approval of the leading stockholders. All mining operations must have a speculative character and that is why I favor investments of a more permanent kind.

H., Rohallion, N. J.: 1. The future of Rock Island is uncertain, and a reorganization is not improbable. I hesitate to advise you to take such a heavy loss, but if you do not feel able to stand a possible assessment, it would be safest to sell and put the proceeds in cheap industrials like American Ice Securities, or Union Bag & Paper Pfd. 2. You have an attractive profit in your Vacuum Oil. The rise seems to be justified by its increasing earnings. It is excellently managed and pays good dividends.

L., Fargo, N. D.: 1. American Public Utilities is a holding company covering considerable territory and showing earnings, much in excess of the requirement of the bonded debt and dividends on the preferred. These are not regarded as gilt-edged securities, but rather as a business man's investment. 2. The Mackay Co.'s 4 per cent. Preferred stock seems to be well secured. Distiller's Securities 5's are decidedly speculative. I think well of United Cigar Stores, the preferred as an industrial investment, and the common as a speculation.

Spec., Toledo, O.: 1. If one wants to speculate in low-priced stocks, opportunities might be presented in American Ice Securities, American Cotton Oil, United Railways of Baltimore, Riker-Hegeman, Union Bag & Paper and stocks of that character, but I do not advise these as investments. I refer to them as offering possibilities to the patient holder whenever the stock market shows a decided tendency to advance as, in the course of events, it probably will. 2. The persistent decline in New York Central fortifies the general belief that the present rate of dividend will not be maintained.

New York, February 19, 1914. JASPER.

SPECIAL CIRCULARS OF INFORMATION.

Readers who are interested in informing themselves regarding the Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

First Mortgage 6 per cent. bonds in large and small denominations have been sold for many years by S. W. Straus & Co., mortgage and bond bankers, Straus Bldg., Chicago, and 1 Wall Street, New York. Write for their "Investors Monthly Magazine" and "Circular 557."

Texas farm mortgages drawing 6 per cent. have been sold for twenty-eight years by the W. C. Belcher Land Mortgage Co., Fort Worth, Texas. It invites correspondence from my readers and will send a list of small and large mortgages with full descriptions of the property on application. An investment security with an excellent record and promising an increased value to its holders is recommended by A. H. Bickmore & Co., 111 Broadway, New York. This firm invites readers to examine into the quality of this investment. Write to it for "Circular 15, L. W."

A stock returning over 1 per cent. at its present price and promising a greater appreciation because of the large increase in its earnings is recommended very highly by Gilbert Elliott & Co., members New York Stock Exchange, 37 Wall St., New York. Write to the above firm for explanatory "Circular L. K." \$100 bonds and small lots of stock, especially those with an investment quality, are described in an interesting booklet just published by John Muir & Co., specialists in odd lots, and members New York Stock Exchange, 74 Broadway, New York. Write to the above company for their free booklet, "D. 2."

A 5 per cent. bond, legal for purchase by savings banks in a number of states and thus having a special investment attraction for private investors is offered by A. B. Leach & Co., dealers in investment securities, 149 Broadway, New York, and 8 So. Dearborn St., Chicago. Write to this firm for their "Circular J. 69," which contains full information. Guaranteed first mortgage real estate certificates drawing 6 per cent. are issued in denominations of \$100 to \$500 by the Salt Lake Security & Trust Co., Salt Lake City, Utah, an institution which has been designated as a United States depository for postal savings. Write to the above Trust Co. for its free "Booklet L."

Standard Oil stocks can be bought on a partial payment plan in amounts from 1 share upward. I think well of Standard Oil of New Jersey, New York, Indiana, and California and also of Vacuum Oil. L. R. Latrobe, 111 Broadway, New York, publishes a circular on Standard Oil Stocks. Write to him for his "Circular B. 59."

Bonds accepted by the Government as security for Postal Savings Bank deposits pay from 4 to 5 1/4 per cent. This is a better rate of interest than the savings banks pay and the security is unquestioned. The New First National Bank, Dept. 5, Columbus, O., makes a specialty of these bonds. Write to the above bank for "Booklet E," entitled "Bonds of Our Country."



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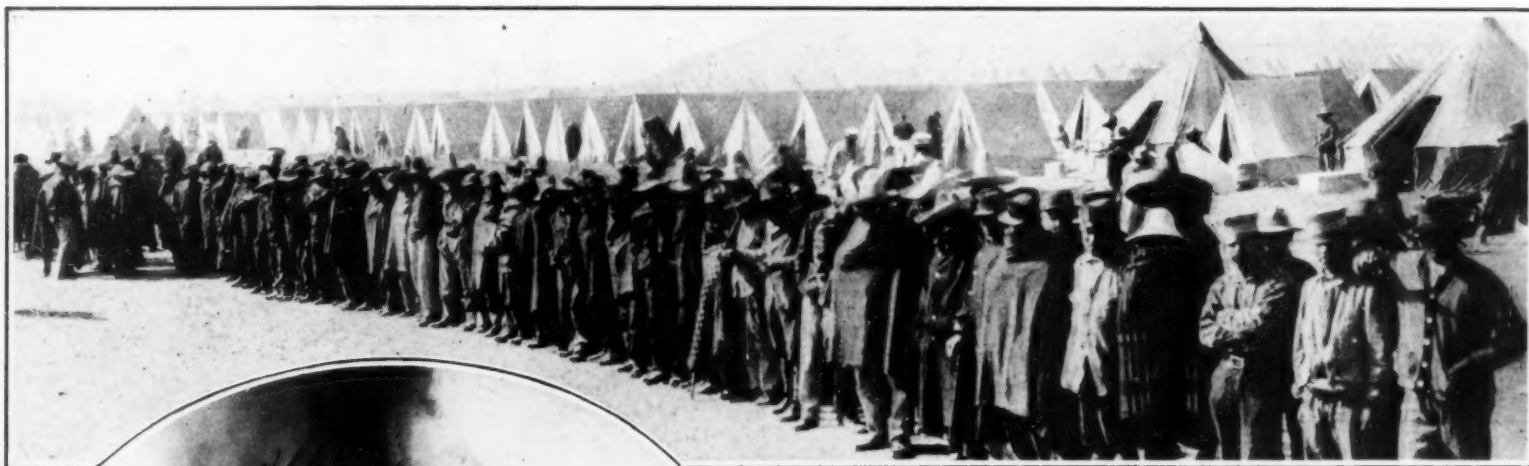
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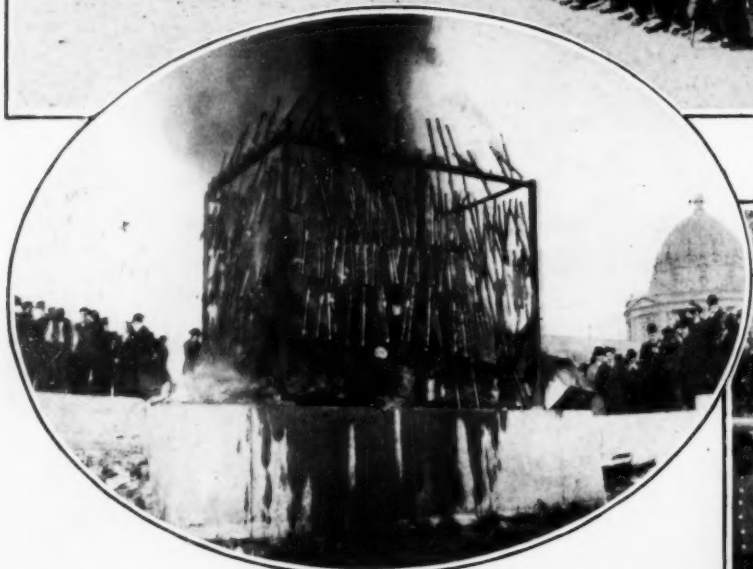
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Camera's Record of Recent Events



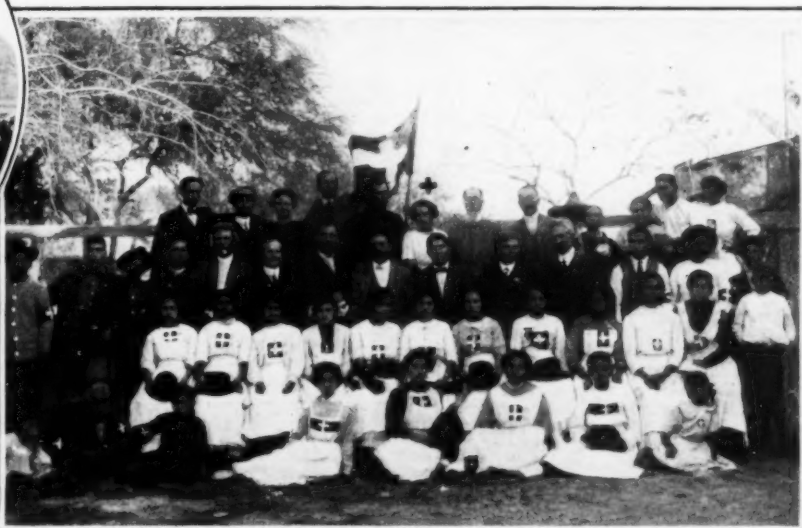
ANTI-TYPHOID INOCULATION FOR MEXICAN REFUGEES

The line-up of Mexicans in the American camp at Fort Bliss, El Paso. The inoculation is similar to vaccination and effectually prevents typhoid fever, which is the menace of all camps.



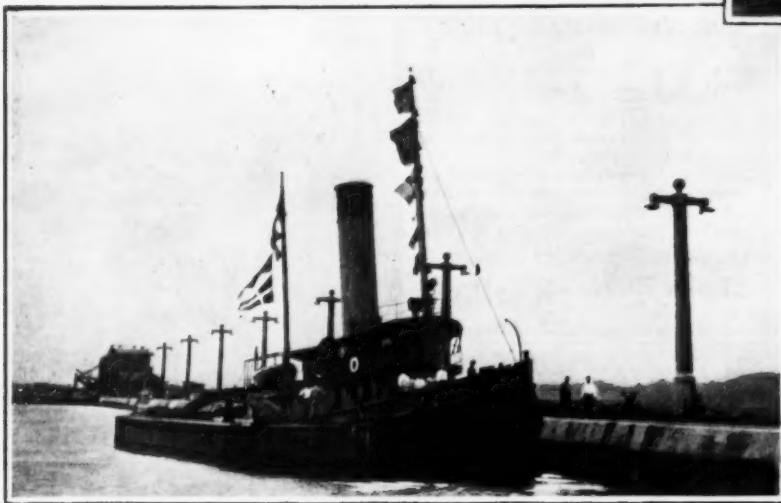
CALIFORNIA PUTTING OPIUM OUT OF BUSINESS

A bonfire of 900 pipes, 400 scales, 1300 bowls and 10,000 packages of opium, cocaine and other drugs, valued at \$20,000. It was the spectacular end of a campaign by the California State Board of Pharmacy in which 1200 convictions were secured. Some of the carved pipes were worth \$300 apiece.



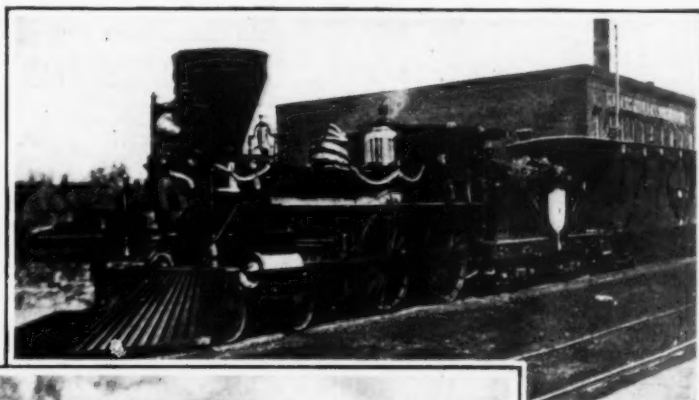
PRETTY MEXICAN NURSES ON THE BORDER

A group of White Cross Sisters and physicians who ministered to wounded Mexicans after the battle in Nuevo Laredo in January. The wounded were brought to the American side for treatment.



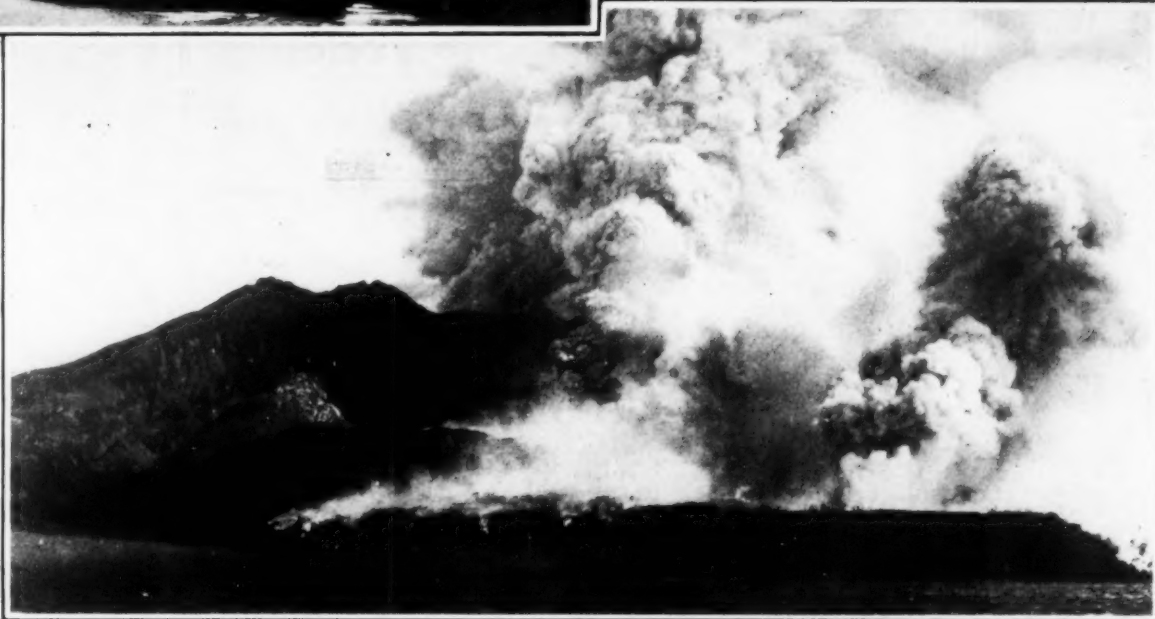
FIRST BOAT TO GO ALL AROUND SOUTH AMERICA

The U.S. tug *Reliance*, in command of Captain R. C. Thompson, left Christobal (Atlantic side of the Panama Canal) on Feb. 11, 1912, with three barges in tow; their destination was Balboa, on the Pacific side of the Canal. The distance of 12,360 miles around Cape Horn was made in 126 days. The *Reliance* then passed through the Canal and returned to Christobal on Feb. 1, 1914, being the first boat to make a continuous circumnavigation of South America.



RARE PHOTOGRAPH OF THE LINCOLN FUNERAL TRAIN

The funeral train of the martyred President consisted of a locomotive and one coach, and this photograph (in the possession of Mrs. Horace Soper, of Bloomington, Ill.) was made while the train was passing from Chicago to Springfield. The engine and car were draped in mourning and a portrait of Mr. Lincoln was just beneath the headlight. The journey from Washington to Springfield was marked by continuous demonstrations of respect and grief.



JAPANESE VOLCANO DESTROYS MANY LIVES AND MAKES TENS OF THOUSANDS HOMELESS

One of the first views of the great eruption of Sakura-jima, a volcanic island at the extreme southwest of the Japanese archipelago, near the city of Kagoshima. The island was inhabited by about 20,000 people, who lost everything they had. The loss of life and the suffering were heavy, and the neighboring city of Kagoshima also suffered severely. The eruption came without warning and was terrific. The island will probably remain uninhabited for many years to come.

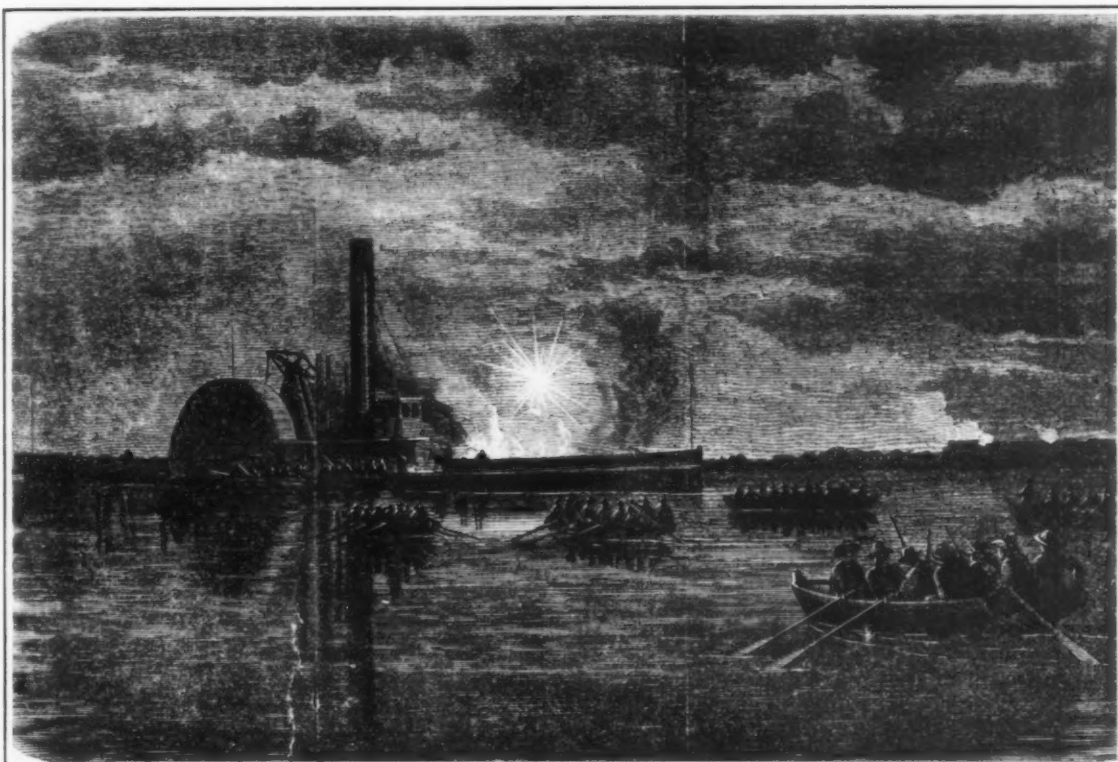
Leslie's Fifty Years Ago

Illustrations, News Items, and Comment Printed in the Stirring Days of 1864



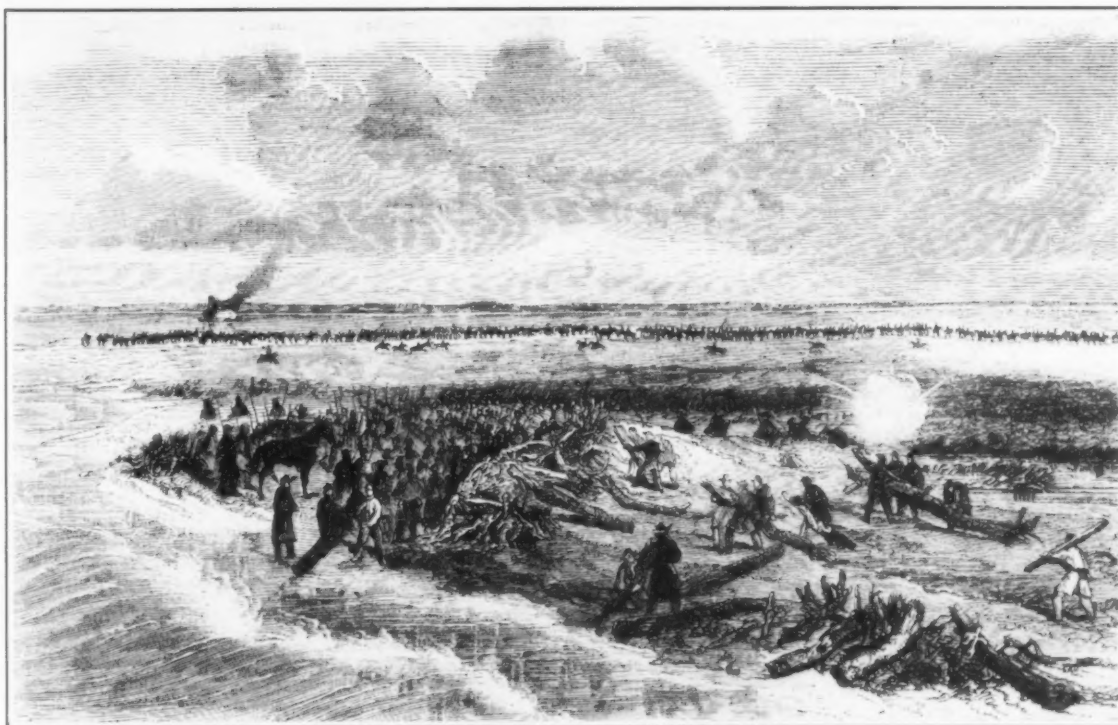
A FANCY DRESS BALL FIFTY YEARS AGO

Masquerade of the Liederkrantz Society, February 3rd, 1864. Even though the country was in the throes of war many pleasures were indulged in, and one of the enjoyable occasions of the winter of 1864 was the great ball sketched so minutely by LESLIE'S Special Artist. The human giraffe created no end of wonderment and pleasure.



A VICTORY FOR THE SOUTHERN FORCES

The capture of the Union gunboat "Underwriter" at Newbern, N. C., by the Confederates was a perilous undertaking, and was accomplished successfully under cover of night, after the Southern forces had cut off the railroad between Newbern and Morehead City, and had beaten the Union Cavalry at Fort Totten.



A BRAVE DEFENCE BY MAINE VOLUNTEERS

A company of the 13th Maine regiment was sent on a foraging expedition from Pass Cavallo, Texas, up Matagorda Peninsula. They were attacked and surrounded by a large force of Confederate cavalry, numbering between 1200 and 1500. Their position was critical, but as the peninsula was narrow the Union Gunboat "Granite City" swept it with her guns. The small force of Union men resisted bravely and the Confederates retreated under the protection of the "Cotton Clad," a Confederate Steamer which arrived inside Matagorda Bay during the engagement.

Reprinted from Leslie's, February, 1864

J. B. CLAY, son of the famous Henry Clay, died in Montreal last week in his 47th year.

A CONSPIRACY against the life of Napoleon has been discovered in Paris, and numerous arrests have taken place.

IN 1796 there were four houses where the city of Buffalo—the greatest grain market of the world, with its 100,000 inhabitants—now stands.

THE Springfield armory turned out 25,700 muskets last month, the largest number ever fabricated in a single month. There are 200,000 on hand.

A RAILROAD track was laid on the ice of the Upper Mississippi during the late cold snap, for the transportation of freight from one shore to the other.

THE Eastern papers state that never, in the memory of the oldest inhabitant, has there been such a demand for operatives as there is now at Lawrence and other manufacturing cities.

THE Portland Argus asserts that an old lady who was admiring the beautiful picture, "Saved!" remarked: "It's no wonder that the poor child fainted after pulling that great dog out of the water."

ONE of the leading doctors of Paris, and a real Count, also, has been making a large fortune by getting the lives of his patients insured and then poisoning them—a very French way of doing business. But he has been found out, and his business is dull.

THE Figaro-Programme publishes the following curious details: "Alexandre Dumas, the novelist, is no longer paid by the line, but by the letter. Yes! the San Felice, which is now being published, is paid for at the rate of a centime a letter. We can guarantee the exactitude of this fact."

OF the 258 Popes, not one has reigned 25 years; the longest reign was that of Pius VI which lacked six months of that time. Most of the Popes died before the 14th year; only 10 have exceeded 20 years. Thirty-two occupied the Holy See only one year, and 12 scarcely a month. Pius III reigned only 27 days.

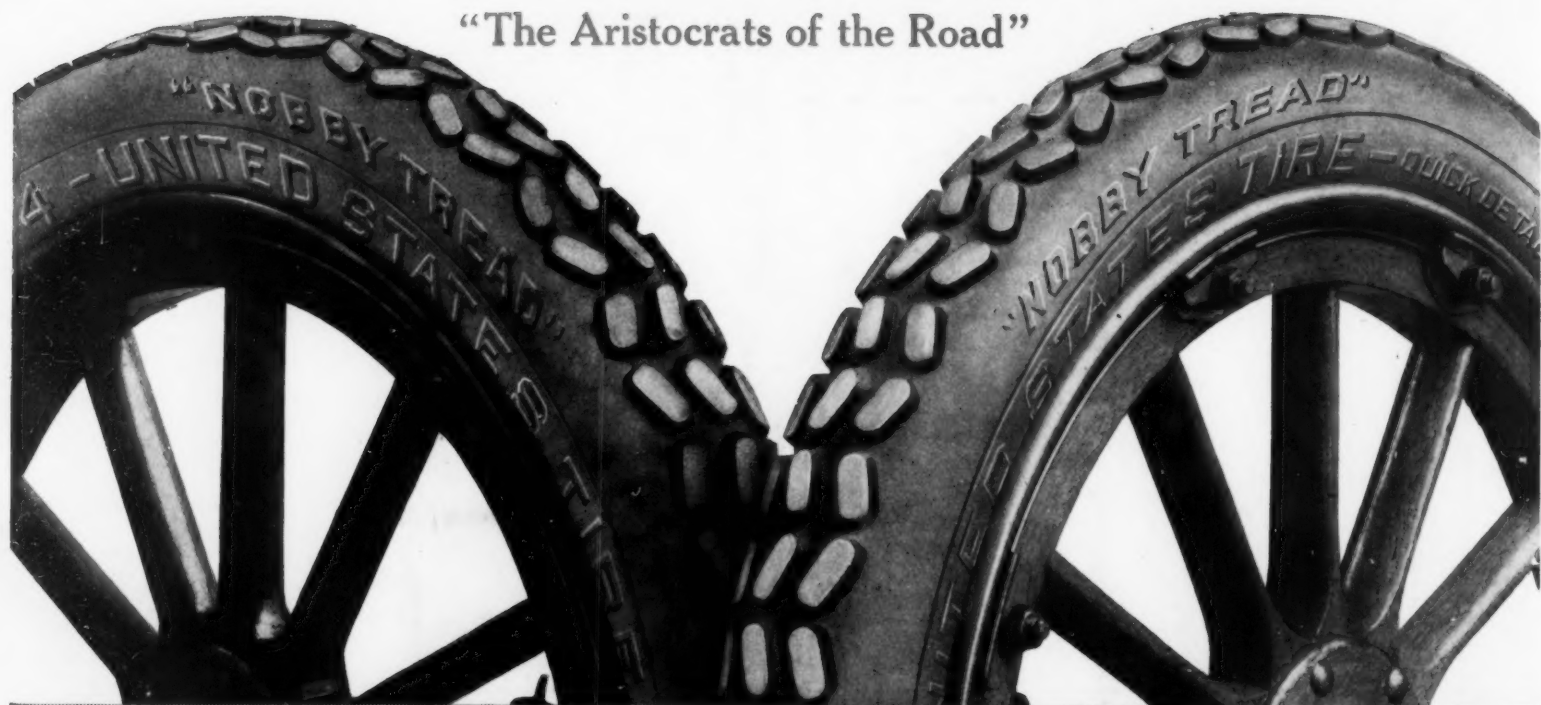
THACKERAY has left each of his daughters £300 a year, besides £5,000 each when they are married. He also left his mother a comfortable annuity. In addition to these bequests he has left a good house in Kensington, as a home to all. This is to be sold on the marriage of his daughters and the death of his mother. He has made all the money since 1851.

EZRA CORNELL, of Ithaca, N. Y., had an idea that women could do more with their needles if they did less with their tongues and he promised \$50 to the Soldiers' Aid Society of the village if 12 women could be found who would sew all day without speaking; 16 candidates presented themselves, and mirabile dictu, 14 of them succeeded in keeping quiet. They were sorely tempted by various lookers-on, but only two yielded. Heroic 14!

MODERN science is literally making "the desert to blossom as the rose." In the great desert of Sahara, in 1860, five artesian wells had been opened around which vegetation thrived luxuriantly; 30,000 palm trees and 1,000 fruit trees were planted, and two thriving villages established. At a depth of a little over 500 feet an underground river or lake was struck, and from two of them live fish have been drawn up, showing that there is a large body of water underneath.

A VISIT to the Pension Office reveals the consequence of this terrible war. The claim for pensions already filed by widows and mothers exceed 150,000. It is anticipated that about half that actually exist have been presented. The claims already audited and allowed amount to about \$12,000,000 per annum. Suppose, then, but half that exist at this time have been presented, it leaves a fair inference that it will require \$25,000,000 per annum to pay our pension roll alone in the years that are to come. In the case of widows the pension ceases if the party marries.

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The tremendous popularity of the "Nobby Tread" Tires has been earned by their ability not only to prevent skidding, but to "deliver" extra tire mileage under all conditions.

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States Tires are today the accepted standard for real tire service.

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